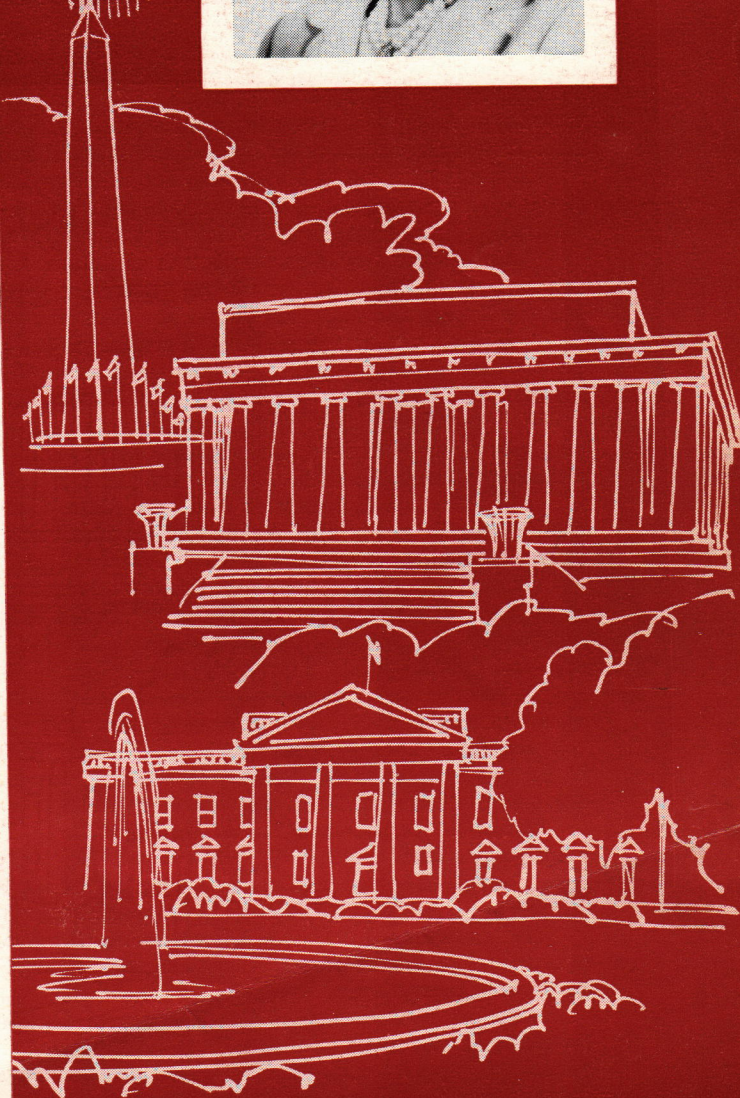
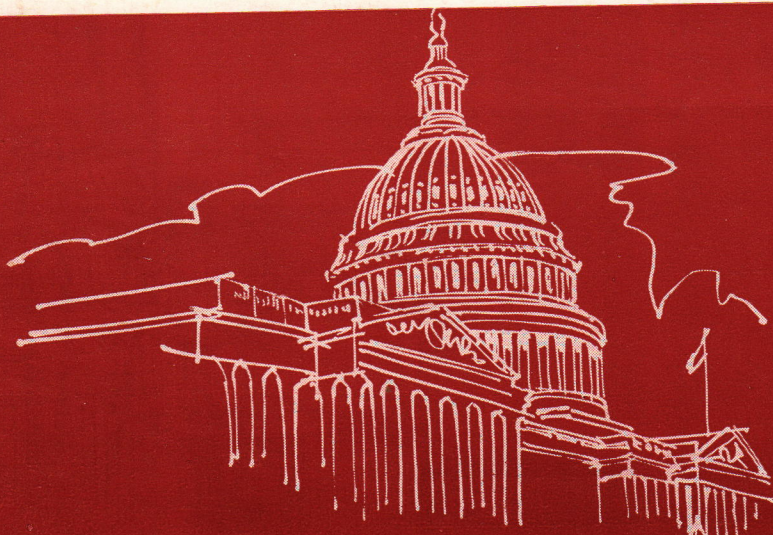


SEPTEMBER, 1967

THE INTERNATIONAL  
*Teamster*  
DEDICATED TO SERVICE



**DRIVE** Completes Another Motorcade Season . . . see page 25



# BANKRUPTCY



## LABOR'S PLACE IN HISTORY

TESTIFYING before Congress recently, four federal bankruptcy referees declared that a major reason for the increasing number of personal financial failures is the system that permits collection agencies and other creditors to have first claim on a worker's paycheck—garnishment.

Appearing before a House banking subcommittee, the bankruptcy referees added that they fully supported a prohibition against wage garnishment as part of the truth-in-lending bill under consideration. They all based their remarks upon first-hand experiences in major cities.

The testimony by the referees was all the more remarkable because they took a stance opposite to that of the Administration which has advocated "study" of the garnishment controversy. The Senate has already passed the truth-in-lending measure, but its version does not prohibit garnishment.

The bankruptcy referees painted a grim picture for the congressmen. They showed what happens when young people—or older citizens, too—over-extend themselves and go deep into debt only to helplessly watch their wages garnished. Frequently, their sole defense is to plead poverty in court with the formal filing of bankruptcy papers.

One of the referees explained that the underlying causes of personal or consumer bankruptcies are: unemployment, over-extension of credit, deficiency claims arising from repossession of automobiles and appliances sold on contract, excessive interest rates, and unusual medical and hospital bills.

Referee Estes Snedecor of Portland, Ore., a past president of the National Conference of Referees in Bankruptcy, emphasized: "The one overriding cause precipitating consumer bankruptcies is the garnishment or threat of garnishment of wages . . ."

He told the congressmen that California, during a recent 12-month period, had a total of 37,545 bankruptcies while New York had only 7,462. He attributed this difference to the fact that California law allows garnishment of up to 50 per cent of a worker's wages while New York allows only 10 per cent of a man's earnings to be withheld for a creditor.

A more startling comparison made by Snedecor was the 32,518 bankruptcies in Ohio and Illinois which allow garnishment and only 1,951 in Pennsylvania and Texas which do not allow legal garnishment.

Another bankruptcy referee, Clive W. Bare of Tennessee, said his state had the dubious distinction of being in the top 5 states in the number of bankruptcies filed—and 90 per cent are employee bankruptcies, he stressed, not business failures. Tennessee allows garnishment of wages.

Based on his observations of bankruptcies in Tennessee, Bare said the record showed that 80 per cent are men; 81 per cent are married with 4 dependents; 90 per cent are blue collar workers; 15 per cent have filed bankruptcy petitions before; half are under the age of 30; half have not completed more than the 10th grade; the average income was \$60 weekly, and the average debt was \$4,000.

Personal financial failure is, next to the death of a loved one, perhaps the greatest tragedy that can befall a person in this land of free enterprise. It means that he doesn't have the wherewithal to feed and clothe his family or provide them medical protections.

Coming back from bankruptcy is one of the longest roads that any wage earner can try to travel. There is no credit so long as the old debts linger. Unfortunately, too many Americans look down their nose at a bankruptcy victim and apply their brand of stigma to him. In short, the bankrupt worker finds himself out of it for what seems ages.

If prohibition of garnishment would help decrease or halt the rising toll of personal bankruptcy of wage earners, then it would be well worth banishing.



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# THE INTERNATIONAL Teamster DEDICATED TO SERVICE

Official magazine of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America, 25 Louisiana Ave., N. W., Washington 1, D. C.

Volume No. 64, No. 9

September, 1967

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The International Teamster has an average monthly circulation of 1,506,608 and an estimated readership of 3,800,000 (based on average impartial surveys of periodicals). It is the largest labor publication in the world.

Editorial material should be addressed to:  
Teamsters Union, Office of Public Relations and Publications,  
25 Louisiana Ave. N. W., Washington, D. C. 20001.



POSTMASTERS—ATTENTION: Change of address cards on Form 3579 should be sent to the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, Mailing List Department, 810 Rhode Island Avenue, N. E., Washington, D. C. 20018. Published monthly at 810 Rhode Island Avenue, N. E., Washington 18, D. C., by the International Brotherhood of Teamsters, Chauffeurs Warehousemen & Helpers of America, and second class postage paid at Washington, D. C. Printed in U.S.A. Subscription rates: Per annum, \$2.50; Single Copies, 25 cents. (All orders payable in advance.)  
Printed in national and informational editions.



## From The



## FIELD

### Drivers Challenged By Antique Vehicle

Warren Johnson and Donn Strate, business agents for Teamster Local 792 in Minneapolis, Minn., recently handled a driving chore they will match for time and worry with the worst experience of anyone on the road.

They flew to Chicago to pick up a 1931 Renault bus which France sent by ship to Chicago for use in the Minneapolis Aquatennial.

Johnson and Strate arose at 4 a.m. to get an early start. Their plans were foiled, however, by the cranky bus. After nearly a half dozen mechanics worked on the bus a few hours, the drivers finally departed Chicago at 10 a.m.

Fearful the bus would not start again if once the ignition was turned off, Johnson and Strate kept the motor running at all times during gas fills, lunches, and coffee breaks.

The vehicle couldn't make more than 30 miles per hour. During a stretch over a 2-lane road between Tomah and Eau Claire in Wisconsin, there were hundreds of cars stacked behind the ancient Renault.

The Teamsters and their vehicle staggered into Minneapolis the next morning. The old bus averaged 3 miles a gallon for the 465-mile trip.

### Executive Board Produces Romance

Records from the local union level through the joint council and area conference and even the International had to be changed recently as the result of a romance on the executive board of Teamster Local 794 in Menands, N.Y.

Frank LeBeau, president of the local union, and Kay Bestle, a trustee, were married. "We wish them the best of luck," noted the Local 794 newsletter, "and many years of happiness."

### Joint Council 56 Building Dedicated

Teamster Joint Council 56 recently held official dedication ceremonies for its new \$1,150,000 headquarters building in Kansas City, Mo., and more than 1,500 labor, management, and civil leaders attended the affair.

The structure, besides containing offices for the joint council, also houses the offices of 9 local unions. It has 2 floors and a basement with a cafeteria that will accommodate about 180 persons. An auditorium seats 950.

Roy Williams, president of the council and the Teamsters Building Assn., commented that the new building was a "long way from the days of the old

Labor Temple" where the first Teamster headquarters were set up at the beginning of the century.

The new structure is located on a 5-acre site and has 45,000 square feet of office space. There are parking facilities for 1,000 autos.

### Baltimore Local Has Pool Artist

Richard Riggie, a seasonal worker and member of Teamster Local 311 in Baltimore, Md., performs as a billiard exhibitionist when not working for C. Hoffberger Co.

Riggie takes on "suitable" opponents in 125-point match games and also does trick and fancy shooting on the pool table.

Reigning Maryland state champ for 20 years, Riggie has played some of the world's most distinguished competitors, including the pocket billiards champ of many years, Willie Mosconi.

### Recognition Dinner Honors Felicetta

Tony Felicetta, secretary-treasurer of Teamster Local 792 in Minneapolis, Minn., recently was honored for his 25 years' service in the Teamster movement with a recognition dinner attended by hundreds of friends from all walks of life.

International Vice President Ray Schoessling of Chicago addressed the banquet, describing Felicetta as a local union leader that had established good relations with the entire community, making it a better place in which to live.

### Members Coach Baseball Teams

Members of Teamster Local 61 in Hickory, N.C., have been coaching summer youth league baseball teams sponsored by the local union.

Perry Arrowood, a driver, coached a youth team in Asheville, N.C., and Joe Alexander and Lloyd Wallace, a switcher and checker respectively, coached a teen team in Cherryville, N.C.

### Local 636 Officer Dies in Pittsburgh

Robert X. Diettinger, recording secretary of Teamster 636 in Pittsburgh, Pa., died recently. He was 48 years old.

Diettinger was president of Wholesale Drug Workers Local 20510 when it merged with the Teamster affiliate in 1942. He became a trustee of the new organization.

In 1953, Diettinger became a business representative of the local union and later was elected recording secretary.



## Message of the General Vice President



# The Self-Help Theory

THE SUMMER of 1967 can truly be recorded as a "Long Hot Summer." As we move into the Fall season, with our vacations behind us, we can look back to a summer of discontent, riots, protest marches, and other activity demonstrating unrest.

We can look to last summer as the time when Congress passed the compulsory arbitration law in the railway dispute, and that memory can only cause us much reason for concern in the future.

For anyone to maintain that he has the answers to all the problems which were dramatized this past summer would be great folly. We in the Teamsters do not intend to make that mistake.

However, there is a lesson to be drawn from the history books concerning organized labor which we would do well to reflect upon.

Throughout that history is written the story of "Self Help." It is the story of men and women who banded together in a common cause to combat the economic inequities which were their lot back in the days of organized labor's beginnings in this nation.

By their boot straps, men and women of organized labor pulled themselves collectively out of economic and industrial serfdom to their present-day status of relative affluence in a prosperous society. It is fitting, I think, with Labor Day just past, that we remember this when we become apathetic to our needs and to the needs of others.

We in the Teamsters believe that the Congress could do nothing more constructive than to repeal the hindrances and roadblocks from the labor laws which today prevent us from organizing those whose wages are far below decent standards.

From repeal of Section 14(b) which forces open shop upon our unions in the South to correcting the inequities of the so-called secondary boycott laws, we know that labor could be more

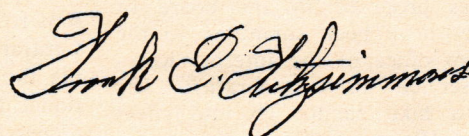
effective in the war on poverty if so freed to do the job.

Although we in the Teamsters do not approve of violence, we do approve of extending to those who live in conditions from which riots spring an opportunity to engage in the same kind of self help which organized labor has used over the years to improve the lot of its members.

We can create no jobs. We can do little to combat automation and technological advances which have downgraded so many skills. But we can organize and negotiate meaningfully for so many of those who need help, if the Congress will reverse its present frame of mind. If Congress will change its trend from anti-labor legislation to repealing those laws which make organization impossible or extremely difficult, organized labor can do yeoman work in the critical social areas of current concern.

This is not asking a great deal from the Congress. It asks only that the individual congressmen and senators stand up to pressure from the business community which so often benefits from situations which bred social unrest.

If this has been a long hot summer, Congress can do a great deal to see that 1968 is not a replay of 1967, but somehow we all seem to be victims of politics which play to the profit structure instead of the human dignity of the nation's citizenry.





## STATE OF THE UNION

### Awaits IRS Okay

# Central States Pension Boost Recommended to \$300 a Month

TRUSTEES of the Teamster Central States, Southeast, and Southwest Areas Pension Fund have proposed increasing the top pension from \$250 to \$300 a month for the first 5 years of retirement and \$110 monthly thereafter for life.

Francis J. Murtha, executive secretary of the pension fund, said the changes proposed by the board of trustees have been submitted to the Chicago office of the Internal Revenue Service for consideration. The pension hike cannot go into effect without IRS approval.

The proposed \$50 boost in pension benefits follows the gain in pension

contributions by employers as negotiated by General Vice President Frank E. Fitzsimmons last spring in the National Master Freight Agreement. The new contract specifies that pension contributions be increased \$1 in both the second and third years of the agreement.

A previous pension hike to \$250 tops from \$200 was established in the Central States plan in 1964 following the negotiation of the initial National Master Freight Agreement by General President James R. Hoffa.

Maximum pension benefits were \$90 when the program first went into

effect in 1957. A year later, the maximum was raised to \$135 and the next increase was to \$200 in 1961.

Murtha said the board of trustees ruled that the increased pension of \$300—when approved by the Internal Revenue Service—would become effective as of April 1, 1967, the date of the renewed over-the-road and local cartage contracts which provide for \$9 weekly payments by employers next year and \$10 weekly payments in 1969.

Under the Central States pension plan, members are eligible for full retirement at age 57 with 20 years' service.



## Flight Crews

### Full Union Shop Negotiated In 1st World Airways Pact

Large pay increases and the union shop were gained in the initial Teamsters-negotiated contract for some 250 pilots, engineers, and navigators com-

posing the flight crews of World Airways.

Ratified almost unanimously, the recent settlement signaled the end to

negotiations that got underway last October.

Henry Breen, director of the International Brotherhood of Teamsters Airline Division, said some of the main issues resolved in the contract included—besides the union shop—were: job security, grievance procedures, duty times, crew qualifications, scheduling systems, a hospitalization program, and a \$1,000 hazard pay insurance program. The principle of seniority, Breen said, was accepted completely by the company.

The contract with World Airways—the largest supplemental carrier in the country—was made retroactive to July 1, 1967, and covers the crews operating the line's jet fleet of 707's and 727's both domestically and internationally.

Breen said negotiations began last October with George Kurtz, director of the Western Conference of Teamsters Airline Division, sitting with the crew members' negotiating committee to set forth their proposals for better working conditions and improved wages.

Numerous bargaining sessions ended in a deadlock by December at which time the International Union petitioned the National Mediation Board. A mediator was assigned to the case last March.

After several periods of stop-and-go bargaining, negotiations broke off and the pilots, engineers, and navigators struck the company. Dressed in their uniforms, they formed a picket line

## Repair Station

### World Air Center Mechanics Gain Pace-Setting Contract

Some 400 members of the Teamsters Union Airline Division recently ratified an agreement providing industry pace-setting gains won in negotiations with the World Air Center in Oakland, Calif.

The agreement covers all mechanical and inspection personnel employed by the company which is a repair station operating under certification by the Federal Aviation Agency.

Commonly known as a "fixed base operator," World Air Center's main function is the overhaul, repair, maintenance, and servicing of aircraft on a contract basis for other companies and airlines. The company currently has contracts with Braniff Airways, Trans International Airlines, and World Airways, and is rapidly expanding its operation.

Besides substantial wage gains, the agreement contains several "firsts" in the industry, including: a guaranteed 40-hour week; guaranteed 8 hours overtime pay when an employee is called in to work on his day off; no employee may be forced to work on one of his 8 paid holidays, but may do so on a volunteer basis.

A dental plan, health and welfare plan, union shop, seniority, grievance language, vacation schedules, and numerous other benefits common to basic Teamster contracts were gained in the settlement.

The contract was the first negotiated for the World Air Center workers. Never before represented by a labor organization, the mechanics voted 85 per cent in favor of the Teamsters in an election conducted by the National Mediation Board last March.

George Kurtz, representing the Airline Division, headed the negotiating

committee and was assisted by Clifford Norton, another division representative. Rank-and-file committee members included Paul Wakefield, Richard Naylor, Bill Horn, and Fred Galli. The agreement went into effect July 1, 1967.

Henry Breen, Teamsters Union Airline Division director, said the predictions are that World Air Center's work force will triple within the next 2 years.

The company recently contracted for construction of a new \$8.5 million hangar to be located at the Oakland International Airport and capable of handling the largest aircraft now in service as well as those on the drawing boards.



Putting the final touches on the World Airways contract negotiated recently are (left to right): George Kurtz (standing), head of the Western Conference of Teamsters Airline Division; Henry Breen, director of the International Airline Division; and Teamster negotiating committee members T. N. Alexikos and Joe Goler, flight captains, and Eli Tavarez, flight engineer. The three men on the right represented management.



in front of World Airways offices and hangars.

The strike lasted less than 6 hours as the company capitulated on the still unresolved issues.

Joining Breen and Kurtz in the final table talks were Flight Captain T. N. Alexikos, chairman of the crew committee, Flight Captain Joe Goler, and Flight Engineer Eli Tavaréz.

## • Zero Strike

Members of Teamster Local 823 in Joplin, Mo., have been on strike at Zero Mountain, Inc., a cold storage company at Johnson, Ark., since last June 20th, according to Floyd C. Webb, president of the local union.

Webb said the walkout began when the company refused to offer the people anything in their first contract. The Zero Mountain workers voted Teamster 100 per cent in a National Labor Relations Board election.

Webb said the firm does approximately 90 per cent of its business, in and out of storage, with the Ralston-Purina Co., and that Zero Mountain's storage is being hauled in from the plants in northwest Arkansas by a scab driver and taken out through the picket line by a trio of Arkansas haulers.

Noting that Zero Mountain's "people are very solid," Webb urged the cooperation of all Teamster members in the country to help Local 823 win its strike.

## In St. Louis

# National Bakery Conference Discusses Distribution Problems

The Teamsters National Bakery Conference, meeting last month in St. Louis, discussed the problems involved in collective bargaining for the membership employed by the nation's bakeries, heard an address from General Vice President Frank E. Fitzsimmons, and passed a resolution of support for General President James R. Hoffa.

Around the theme of "Problems of Distribution of Bakery Products," the conference discussed:

1. Discounts by wholesale bakers to chain stores and contract language to protect driver's earnings when delivering to discounts;
2. House to house routes and additional items carried by retail drivers to try to maintain such routes;
3. Attempts by dairies to sell bakery products from milk trucks;
4. Frozen bakery products and methods of delivery; jurisdiction; and the impact on fresh bakery products;
5. Owner-operators and the sale of routes to employees;
6. Stale stores and contract language for control of abuses in this method of retail;
7. Jurisdictional problems with other International Unions;
8. Reciprocity in pension plans;
9. The 5-day week for drivers;
10. Display of bakery products at point-of-sale and retaining jurisdiction by driver-salesmen.

Delegates to the conference reaffirmed their support for Teamster General President James R. Hoffa. They credited Hoffa with responsibility for the union's tremendous growth, for the excellence of Teamster gains at the bargaining table, with foresight to adapt Teamster bargaining to changes in the nation's distribution system, and acknowledged that his devotion to the trade union principle have brought both him and his family difficulties of unusual proportions.

The resolution pledged Hoffa 100 per cent support.

Highlight of the conference was an address by Teamster General Vice President Frank E. Fitzsimmons.

The General Vice President gave delegates a general review of the activities of the International Union office, including the experiences of the negotiating committee in the recently completed National Master Freight Agreement.

Fitzsimmons lashed out at the compulsory arbitration law passed in the railroad dispute, and declared that government should be encouraging free collective bargaining instead of passing compulsory arbitration laws.

He commended the work of the National Bakery Conference, and gave delegates the assurance that local unions with bakery employees in their jurisdiction have the understanding and the support of the International Union.

## • Rock-Sand

Some 2,000 rock, sand, and gravel drivers affiliated with 11 Teamster local unions in northern California recently ratified a new 3-year contract providing large wage increases and fringe gains.

The contract provides that any new facilities opened up by employers will automatically come under the agreement. For the first time, the agreement includes vision care on the list of health and welfare benefits, also paid time off for jury duty.

Tom Nunes, secretary-treasurer of Teamster Local 291 in Alameda, led the negotiating committee. Other local unions involved in the contract are: 94 at Visalia, 150 at Sacramento, 216 at San Francisco, 287 at San Jose, 315 at Martinez, 431 at Fresno, 439 at Stockton, 490 at Vallejo, 624 at San Rafael, and 980 at Santa Rosa.

## Chavez Buried



Frank Chavez, pioneer Teamster organizer in Puerto Rico, was buried there recently after being slain while working at his desk. A native of New Mexico, Chavez was assigned by General President James R. Hoffa to organize workers in the Commonwealth. He succeeded admirably and became secretary-treasurer of Teamster Local 901. Nearly 8,000 friends walked as mourners in the Chavez funeral procession, carrying his casket 7 miles—the last 2 miles over their heads—to the place of interment.



**GEB Action**

## Local 107 in Philadelphia Placed in Trusteeship

THE GENERAL Executive Board of the International Brotherhood of Teamsters has placed Local 107 in Philadelphia under trusteeship.

Additionally, the General Executive Board has issued a new charter for Local 107's jurisdiction in Wilmington, Delaware.

John J. Greeley, director of the International Union's warehouse division, has been appointed Local 107 trustee. Albert Dietrich, IBT general organizer, is the trustee of the newly-chartered union in Wilmington, Local 326.

General Vice President Frank E. Fitzsimmons, in announcing the Local 107 trusteeship said:

"The General Executive Board of the International Union has but one objective in placing Local 107 in trusteeship.

### The Objective

"That objective is to see that Local 107 functions as the collective bargaining agent for its many members and devotes its energies to that and other trade union objectives.

"To accomplish that end, we have called upon one of our leaders who has demonstrated over the years that

he understands collective bargaining and administration, both from a negotiator's stand point and from the stand point of policing contracts to make them meaningful for the membership.

"John J. Greeley has all of these qualifications, and I urge each and every member of Local 107 to cooperate with him to this end.

### The Membership

"Although the trusteeship is necessary at this time, we look forward to the day when Local 107 will again be an autonomous local in our International Union, in charge of its own affairs. Greeley will be devoting his full energy to that purpose," Fitzsimmons said.

Greeley, upon assuming the assignment as trustee said:

"General Vice President Frank E. Fitzsimmons has instructed me to consider the welfare of the local union membership as the paramount objective of this trusteeship. The relationship of the local union to employers and to the community will benefit from this consideration. I intend to do everything in my power to accomplish this."

Members of the International Brotherhood of Teamsters general executive board are shown in session last month as they met to take action on the request of the Local 107 executive board for a trusteeship for the local union. John Greeley, head of the IBT national warehouse division, was appointed International Union Trustee over the affairs of Local 107.



## Miami Local Wins Ruling By NLRB

American Art Industries, Inc., of Miami, Fla., violated the Act by refusing to bargain with Teamster Local 198, discharging 4 employees, promising benefits, and interrogating and threatening employees, said the National Labor Relations Board in a recent decision.

The company manufactures and sells artware, paintings, pictures, sculptures, and related products.

Findings by the examiner disclosed that shortly after 4 employees began handing out authorization cards on behalf of the Teamster local union, the employer's representative unlawfully interrogated 3 of them and subsequently fired all 4. The next morning, nearly three-fourths of the 47 production and maintenance workers congregated in the plant's parking lot and, joined by another 4 or 5 more workers later that same morning, struck in protest.

### Refused to Bargain

Later, the company refused to bargain with the union after rejecting the union's written request for recognition.

The Board agreed with the examiner that the strike was an unfair labor practice strike, even though the employer offered to take back the discharges and all striking workers.

The Board ordered American Art to cease the unlawful conduct of interrogations, threats, and benefit promises, reinstate the fired workers with backpay and interest, make whole all strikers for any loss they suffered, and bargain upon request with the union.

## ● Kraft Pact

Salesmen affiliated with a dozen Teamster local unions and employed by Kraft Foods throughout California recently ratified a 3-year contract which, in addition to boosting their wages, provided major medical benefits and a cost-of-living escalator clause for the first time.

Lee Kearney, secretary-treasurer of Teamster Local 952 in Orange, Calif., and George Sebestyen, chairman of the Western Conference of Teamsters Dairy Division, co-chaired the union negotiating committee.



## Picnic Incident

# Union Member Saves Life Of Local Vice President

Sam Tabone, a member of Teamster Local 325 in Rockford, Ill., recently saved the life of Bennie Sanches, the local's vice president, while acting in the capacity of deputy sheriff.

The incident occurred during Local 325's annual picnic. Tabone, who works as an over-the-road driver 5 days a week, was there on assignment

as a deputy sheriff for the county—having served as a special weekend deputy for the past 9 years.

Sanches suffered a heart attack during a baseball game in which he was participating. Tabone immediately administered mouth-to-mouth resuscitation to Sanches while an ambulance was sent for.



Teamster Sam Tabone, an over-the-road driver, works as a weekend deputy sheriff in Rockford, Ill., and recently saved the life of the vice president of his local union by quick application of first-aid techniques learned primarily for the deputy job.

## At the Beach

# New Hampshire Teamsters Give Blind Girls an Outing

Members of Teamster Local 633 in Manchester, N. H., recently pitched in to provide an outing at the beach for two busloads of blind girls.

The members, all employees of Auclair Transportation Co., donated the money to hire the buses for the trip to Hampton Beach, N. H., and to pay for the girls' entertainment expenses.

The Teamsters also solicited local business for donations of food and drinks, and a number of drivers donated their Sunday off to accompany the girls.

For many of the youngsters staying at Camp Allen, Inc., a summer camp operated as a charity by Manchester service clubs, it was the first time they had ever been to the seashore.

A troop of blind girls enjoyed an outing at Hampton Beach, N.H., this summer thanks in large part to the generosity of members of Teamster Local 633 in Manchester. The Teamsters contributed money to hire two buses and also solicited food and drink for the outing from local businessmen.



## Labor Dept Publishes Handbook

The Labor Department's Bureau of Labor Statistics recently announced publication of the "Handbook of Labor Statistics 1967," a compilation of basic statistical information.

The 300-page volume contains 153 tables which carry statistical series from the earliest dates on which reliable and consistent data can be found through 1966. The handbook will be updated annually.

Listed as BLS Bulletin 1555, the handbook may be purchased for \$2 from the Superintendent of Documents, Government Printing Office, Washington, D.C., 20402, and from BLS regional offices.



## NLRB Ruling

# Right to Refund Dues to Encourage Attendance Legal

By a 3 to 2 majority, the National Labor Relations Board recently reversed a long-standing line of decisions that held it was unlawful for a union to enforce, through its union shop contract, a system by which dues are refunded for attendance at meetings.

David Previant, chief labor counsel for the International Brotherhood of Teamsters, said the new decision recognizes the right of a union to adopt by-laws under which dues are refunded to members for attendance at regular monthly meetings.

### Public Interest

The majority of the Board stated such a refund does not differ from the use of union funds in the form of dues for the service of refreshments, the awarding of prizes, or entertainment at meetings, in an attempt to achieve meaningful attendance at business meetings.

Previant added that the Board noted the public has an interest in having fuller membership participation and that goal is in accord with the stated purposes of the Landrum-Griffin Act of fostering participation by the rank-and-file members in the union's affairs.

Previant advised that any local union considering the adoption of such a program should consult its attorneys.

## • Three Wins

Teamster Local 334 of Spokane, Wash., gained some 33 new members recently as workers at 3 companies voted for union representation in elections conducted by the National Labor Relations Board.

Ben Kuttner, Local 334 secretary-treasurer, said all but 1 of the 18 employees at the Goodyear Tire & Rubber Co., retread plant in Spokane voted for the union.

In other elections, all 6 employees of Rena-Ware Distributors, Inc., balloted in favor of Local 334, and a majority of the 9 construction equipment sales and service workers at Intermount Equipment Co., voted for the Teamsters.

No word has been received as to whether the Board's decision will be appealed.

## Teamster Called

# VP Robert Holmes Appointed To 'New Detroit Committee'

International Vice President Robert Holmes was among the civic leaders appointed by Detroit's Mayor Cavanagh to serve on the "New Detroit Committee" in the aftermath of the Detroit rioting.

The committee was established to develop, review, and refer plans and proposals for rebuilding Detroit to the proper private and public agencies.

Additionally, Holmes—who is secretary-treasurer of Teamster Joint Council 43 headquartered in Detroit and also serves as president of Teamster Local 337—is serving as a member of the labor-formed "New Detroit Resources Committee."

While serving on the latter commit-

## • Petroleum

Eleven drivers and warehousemen employed by American Oil Co., a bulk petroleum products distributor in St. Louis, Mo., voted unanimously for representation by Teamster Local 618 in a recent National Labor Relations Board election, according to James G. Kelly, assistant business representative of the local union.

tee as acting chairman at its first meeting, one of Holmes' initial duties was to appoint George Strandloff, secretary-treasurer of Teamster Local 247, as a labor representative to a demolition subcommittee.

Discussing the riot aftermath and building problems ahead, Holmes commented:

"We have large areas of our city to clear and rebuild. Labor in the Detroit area has pledged its skills and its muscles to accomplish this task. What happened in Detroit was a tragedy of monstrous proportions. In rebuilding, we seek not only to replace what was destroyed but to rebuild hope in the hearts of those who suffered."

IBT Vice President Robert Holmes (seated second from right), was among the representatives of labor and civic groups meeting to coordinate the work of cleaning up Detroit following the recent riots. Also taking part was George Strandloff (far corner of table), president of Teamster Local 247 in Detroit.

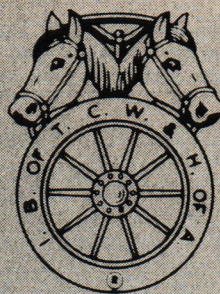




# **GORDON R. CONKLIN**

**1903-1967**

**International Vice President**







TEAMSTERS across the nation were saddened August 23rd when they learned of the death of Gordon R. Conklin, Fifth Vice President of the International Union.

Conklin, 64, had been in ill health for several months.

Born June 14, 1903, in Blue Earth, Minnesota, Conklin devoted almost his entire life to the affairs of the Teamster movement in Minnesota.

One of his first endeavors as a young man was to operate a cigar store. That was in 1921. In 1922, he turned to driving a truck for a livelihood. In 1924, he drove a horse drawn vehicle, selling coffee door to door.

From 1927 until 1931, Conklin sold insurance. Then he returned to truck driving and became a member of Teamster Local 120, in St. Paul, from which he was to rise to a position of leadership in the world's largest union.

His brothers in the union were quick to recognize his leadership abilities. Two years after joining the local, he was named union trustee.

In 1941, he had excelled so in union administration that he was elected president of Local 120, a position he held until his death.

Throughout the Teamster movement and organized labor Conklin was known as a mild mannered man, and was looked upon as a gentleman wherever he went. Yet, his Teamster career brought him into the thick of

three major strikes early in his career, and all ended victoriously for the members he represented. He was a leader in the organization of over-the-road drivers in 1945. In 1947, in St. Paul, he was called upon in a strike of the brewery workers, and at Montgomery Ward retail-mail order.

He was instrumental in getting a charter for Seeger Whirlpool, Local 827, which was formerly CIO. Also, he played a major role in a strike which brought organization to local cartage haulers and cab drivers in St. Paul.

It was not long before Conklin's trade union expertise was recognized outside of St. Paul. He served as president of Teamster Joint Council 34 since 1945. He has been a member of the executive board of the Central Conference of Teamsters since 1957, and was a charter member of the Central States Drivers Council and the Central States, Southeastern and Southwestern Pension Fund.

It was in 1957 that he moved to the top in Teamster leadership, elected by the delegates to the 1957 Teamster Convention on the Hoffa slate to the position of ninth vice president. He was unanimously reelected to the IBT General Executive Board again in 1961 and in 1966.

Through the years, Conklin was quick to see the change in labor-management relations. When employers turned to the Halls of Congress to

get what they could not achieve at the bargaining table, Conklin became an ardent supporter of legislative and political action in the Teamsters.

He was president of DRIVE, the political and legislative arm of the IBT, in Joint Council 34. Through his leadership, the Minnesota DRIVE program became one of the largest in the International Union.

At the time of his death, he was fifth vice president in terms of seniority on the 15-man General Executive Board.

Upon learning of his death, General Vice President Frank E. Fitzsimmons said.

"How does one comment on the death of such a loyal brother and trade unionist, except to say that the legacy that he left for us was one of honesty, dedication, and loyalty to the Teamster movement which was his life.

"If at times in the future our choices are difficult, we can draw on the memory of a man who was quick to recognize the truth and justice of every situation. Gordon Conklin was a gentleman and a servant of mankind, and although we will miss him sorely, we are convinced his final reward will be magnificent."

Services for Conklin were held August 26th in St. Paul at the United Church of Christ.

He is survived by his wife and three married daughters.



# Eastern Conference Trade Divisions Reaffirm Support for Hoffa

## EASTERN CONFERENCE OF TEAMSTERS

Thomas E. Flynn  
Director

Joseph Trerotola  
Secretary-Treasurer

Automotive and  
Petroleum Division

Bakery Division

Brewery and  
Soft Drink Division

Construction Division

Cannery, Frozen  
Food Division

Taxi, Funeral  
Car Division

Dairy Division

Moving, Storage  
Division

Industrial Division

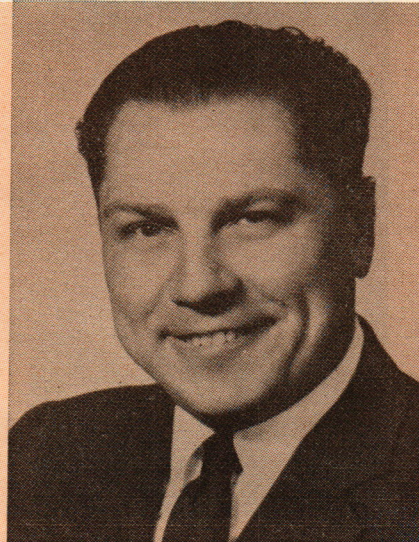
Laundry, Dry  
Cleaning Division

Miscellaneous  
Division

Office Employees  
Division

Over-the-Road  
Division

Public Service  
Employees Division



Gen. President Hoffa

The Eastern Conference of Teamsters, and its trade divisions, at a recent meeting in Atlantic City, N. J., passed the following resolution reaffirming their support for Teamster General President James R. Hoffa:

**WHEREAS** The Eastern Conference of Teamsters is desirous of expressing its utmost faith and confidence, and its support in our General President, James R. Hoffa, who has diligently and with great intelligence and foresight led the International Brotherhood of Teamsters to the point where it is now the largest, most prosperous and most effective labor union in the world, and

**WHEREAS** the General President, in the pursuit of his duties, has proven himself to be the most able President in the history of our union, and

**WHEREAS** under his leadership, we have experienced the greatest membership growth, making us the largest single labor organization in the world, and

**WHEREAS** his farsighted and intelligent conception of collective bargaining has resulted in many novel innovations, gaining for our members unparalleled wage increases, improved working conditions, health, welfare and liberal pension programs, and

**WHEREAS** his steadfast devotion and personal sacrifices have brought trials and tribulations of cruel and unusual proportion both to the General President and his family, and

**WHEREAS** despite all of this harassment, the General President's concern for the welfare of each and every member of his union, has won for him the affection and esteem of all of our rank and file and officers,

**THEREFORE, BE IT RESOLVED,** That the Eastern Conference of Teamsters pledges its 100 percent support to all of the endeavors of our General President, James R. Hoffa.



**'Resolute Battle'**

## Montreal Local Union Wins Long-Sought Sanitary Crew

By a margin of almost 6-to-1, employees of Sanitary Refuse Collectors, Inc., in Montreal voted for representation by Teamster Local 106, throwing out their former union representation by District 50.

The election victory brought a happy conclusion to the Teamster campaign of recent years to represent the sanitary workers. Of 340 eligible voters in the ballot conducted by the Quebec Labour Relations Board, 266 voted for the Teamsters and 41 for District 50.

International Vice President Thomas E. Flynn, director of the Eastern Conference of Teamsters, forwarded hearty congratulations to Omer Malboeuf, president of Local 106:

"I want to extend to you and the other officers of Local 106 my wholehearted congratulations on the resolute battle waged over the years, and on the determination and perseverance displayed on so many occasions when this seemed to be a lost cause, complicated as it was by various factors."

### Contact Never Lost

Flynn also congratulated Ray Greene, Eastern Conference organizer, for his contribution in the winning struggle which dated back to 1959.

The Montreal Teamster local union was in the process of organizing the sanitary workers 8 years ago when District 50 stepped in and hurriedly negotiated a sweetheart contract with the company.

Ultimately, District 50 officials were jailed for law violations involving dues money, according to Greene, and then the company immediately purchased a small firm having a contract with District 50 in order to create a legal buffer against any further Teamster organizing efforts.

Just recently, after a 30-month period, the contract came open and Local 106 was able to seek an election and win.

"For five and a half years," Greene said, "the contact was never lost with the employees and it paid off. This is the group that walked out in pro-

test against District 50 and demanded that the Teamsters represent them."

The International Union donated, at Flynn's urging, a sum to help the striking workers, only to see the Canadian courts enjoin the Teamsters and force the people back to work.

Greene, also, congratulated the local union for its sacrifice in terms of money and time through the years, and "for never giving up the fight, even though it looked like a lost cause so many times."

### ● At Foundry

Five over-the-road drivers employed by Waupaca Foundry, Inc., in Waupaca, Wis., voted unanimously for presentation by Teamster Local 563 of Appleton, Wis., in a recent National Labor Relations Board election, according to Robert Schlieve, secretary-treasurer of the local union.

### ● Iowa Victory

Drivers and warehousemen employed by Leighton Supply Co., a plumbing supply company in Ft. Dodge, Iowa, voted unanimously for representation by Teamster Local 650 of Waterloo, Iowa, in a recent National Labor Relations Board election, according to Melvin Jensen, secretary-treasurer of the local union.

## Teamster Becomes Conciliator

Kenneth Tri, a Teamsters Union officer for 18 years, recently was appointed as an assistant labor conciliator for the State of Minnesota Division of Labor Conciliation.

Tri had served Teamster Local 160 of Red Wing, Minn., as secretary-treasurer for the past 18 years. He also was a trustee of Teamster Joint Council 34 in St. Paul, Minn.

### ● Box Factory

The vast majority of 65 production and maintenance workers employed at the John F. Boyle Co., a corrugated box factory in Jersey City, N. J., recently voted for representation by Teamster Local 868 in an election conducted by the National Labor Relations Board.

John T. Burke, president of Local 868 said the ballot count was 45 for the Teamsters, 7 against, and 9 votes were challenged.

### ● Jersey Vote

Industrial screw machine workers employed by the Wallus Screw Machine Products Co., in Linden, N. J., recently voted 9 to 2 for representation by Teamster Local 97 in a National Labor Relations Board election, according to Henry Garrod, secretary-treasurer of the local union.

## Milestone Dairy Agreement Reached in Cheyenne

A five day strike-lockout by about 50 members of Teamster Local 307, Cheyenne, Wyo., and management, has resulted in a milestone contract for dairy employees there.

The new agreement provides for additional paid holidays, and a dental care program for the first time. Additionally, under the terms of the agreement, the dairy Teamsters will achieve wage parity with the industry in Utah within the next three years.

The strike at one plant and a lockout in others, gives the workers a substantial boost in sub-par wages which drivers and plant workers have endured for some time. The contract also improves health and welfare benefits, adds five cents to employer payments toward pensions between now and June, 1969, and provides additional paid vacation time. Sick leave goes up to 21 days.

Assisting Charles Baldwin and John Spears of Local 370 in negotiations was Paul Ashcraft, secretary-treasurer of Local 537 in Denver.



## At Butte, Mont.

# Teamster Protest Succeeds In Ban of Self-Service Gas

The city council of Butte, Mont., recently enacted an ordinance making it illegal for any self-service gasoline station to operate in that city without an attendant to supervise the pumping of gas.

The council action was in response to protests by Teamster Local 2 which picketed self-service stations to inform the public of the fire and explosion hazards involved. Also, the local union contended that self-service gasoline stations violated a rule of the fire underwriters code.

Joe Rossman, secretary-treasurer of Local 2, said the Butte ordinance, which had Teamster support, is aimed at achieving greater safety through elimination of explosion fire risks that are ever-present when motorists fill their own cars with gas without proper supervision.

## Israel Bonds



In photo above, a certificate representing purchase by Teamsters of Israel bonds was recently presented by Henry Berman (right) chairman of bond selling campaign in Northern California. Accepting certificate on behalf of Teamsters in western states were IBT Vice Presidents Einar Mohn, Joseph Diviny and George Mock. In photo below, Thomas E. Flynn, IBT vice president and Director of the Eastern Conference, accepts certificate from Stanley Segal, Israel Bond Office (left) and Meyer Mazor (center) on behalf of Teamsters in Eastern States. Purchase of \$1,200,000 Israel bonds was authorized at recent meeting of International Union General Executive Board.



## Explosion

At such self-service operations it has been customary for the firm to have only one individual—most often an elderly person or a youth inexperienced in gasoline service work—to collect payments.

As evidence of the danger inherent in unsupervised gasoline operations, a recent accident at a self-service station in Billings, Mont., was cited in which a young boy died in an explosion.

## New Dairy Pact in Honolulu

About 500 members of Teamster Local 996 in Honolulu, employed by the dairy industry, have ratified a contract which gives substantial boosts in wages and fringe benefits, and brings the drivers and plant workers to about parity with Los Angeles dairy workers during the life of the agreement.

The Honolulu settlement provides a \$100 payment, plus 15 cents hourly which will be retroactive for all employees back to March 1. Retail home delivery drivers go on an hourly rate identical to wholesale drivers. Employers will also implement health and welfare benefits for retirees in amounts equal to those in Los Angeles.

Union negotiations were conducted by Local 996 President Art Rutledge, Pat Perry, a membership subcommittee of Jim Takano and John Keliioholokai, with assistance from Western States Dairy Employees Council Chairman George Sebestyen.



## Election Results

# Teamster Organizing Tops In 1st Six Months of '67

Results of representation elections conducted by the National Labor Relations Board in the first half of 1967 show that the International Brotherhood of Teamsters continues to dominate organizing efforts in American trade unionism.

Teamster affiliates participated in 1,041 of the total of 3,537 single-union elections in that period—almost 30 per cent. Similarly, they won 621 of the 2,047 such elections won by all unions—a mark of better than 30 per cent.

There were 89,544 workers in the new bargaining units won in all the single-union ballots, and the Teamsters accounted for 15,873—or 17.7 per cent—of the total.

### New Teamsters

In other words, 1 of every 6 workers choosing a union representative in the single-union elections decided in favor of Teamster affiliation.

In 2-union balloting, the Teamsters did equally well. Of the 132 elections in which both a Teamster and an AFL-CIO entry were on the ballot, Teamsters won 62 elections while federation entries only won 52 elections. More than 4,500 workers went Teamster in this manner.

In 2-union voting in which Teamsters went up against other independent labor organizations, the Teamsters won 19 elections while their oppo-

nents managed only 9 victories. Another 2,114 members were gained by this type of ballot.

Counting all forms of elections—single-union, 2-union, and 3 or more unions on a ballot—the Teamsters scored 709 victories in the first 6 months of 1967.

Altogether, a total of 22,906 workers elected to have representation by Teamsters Union affiliates.

## ● Juicy Pact

Local 952 has gained for employees of Vim Corp., a new orange juice processing firm in Fullerton, Calif., a new agreement embodying the Teamster pension plan, medical-hospital and dental coverage, as well as vacation and holiday schedules.

## ● 700 Benefit

A dental care plan along with prescription drugs and major medical benefits, plus wage increases go to more than 700 Teamsters under terms

## No Dividend Slowdown

Despite a slowdown in the profit picture during the first quarter of 1967, there has been a steady boost in dividend payments during the past four years as revealed in latest statistics published by the Department of Commerce.

These show that dividends have advanced from \$15 billion in 1964 to an annual rate of \$19.2 billion during the first quarter of 1967, and to \$20.1 billion rate for the second quarter.

of a three-year contract negotiated with Diamond Walnut Co., by Local 601 in Stockton, Calif.

## ● Biscuit Win

Drivers, warehousemen, and working foremen employed by the National Biscuit Co., wholesale distributors of bakery products in Lexington, Ky., voted unanimously recently for representation by Teamster Local 779 in a National Labor Relations Board election, according to J. D. White, Jr., secretary-treasurer of the local union.

## Firm Tries Gimmick In Election

To show what a year's union dues could buy in an effort to discourage its employees from voting union, the Magee Carpet Co., of Bloomsburg, Pa., displayed shopping carts loaded with \$60 worth of groceries at the plant entrance before a National Labor Relations Board representation election. The workers crossed up the management, however, figuring that contract gains would offset dues "investments" and voted for the Textile Workers Union, 605 to 565.

## Scholarships



First recipients of Peter Clark scholarships valued at \$250 and named in honor of the president of Teamster Local 757 in New York City, were Laura Jean Kincel, daughter of Emil Kincel, and Thomas Evans (second from right), son of Walter Evans, members of Local 757. Taking part in the awarding ceremony are Clark (right), and Irving Stollow.



## Organizing Drives

### Three More NLRB Ballots Won by Chicago Local 743

Bargaining rights for more than 300 workers were won by Teamster Local 743 in a trio of recent National Labor Relations Board representation elections.

Don Peters, president of Local 743, said the biggest victory in terms of numbers was at the Carson, Pirie, Scott & Co., warehouse where 278 people are employed.

Negotiations on a contract already have begun, according to Peters, following certification by the Board.

The local union also won the right to represent 21 workers employed at the Karoll & Denton Warehouse.

Employees at the Autoline Supply Co., a manufacturer of voltage regulators and similar automotive equipment, voted for Local 743 in another election. There are 27 workers in the bargaining unit.

Peters said the initial agreement with Autoline has been negotiated and provides for major improvements

in wages and working conditions. The pact was ratified and signed.

In addition to the election victories, Local 743 also won recognition as the collective bargaining representative for workers employed at Vision Metal Fabricators.

The local union gets most of its leads for new organizing prospects from members who have relatives working in unorganized plants. The local union offers a cash reward for information leading to the organization of a new unit.

#### ● Driver Pact

A contract covering 500 drivers and carton stitchers belong to Teamster Locals 890 and 912 has been negotiated with the Grower Shippers covering the area of Salinas, Watsonville, El Centro, and Blythe, Calif., and Yuma, Ariz.

Besides substantial wage increases,

### Wishful Thinking In Mexico

Waterfront workers in Gulf Coast ports of Mexico asked for a reduction in their pay rates on grounds that lower wages might result in lower prices and a drop in living costs.

the agreement provided for pension and health and welfare programs, an improved vacation plan, and, for the first time, a group funeral plan guaranteeing a maximum benefit of \$1,000 for each eligible employee and \$500 for each dependent of an eligible employee.

#### ● Kuner-Empson

Teamster Local 452 of Denver, Colo., recently negotiated an agreement providing good wages and fringes for members employed at canneries operated by Kuner-Empson Co., at Brighton, Longmont, and Grand Junction, Colo.

Charles F. Lindsay, Local 452 secretary-treasurer, said the settlement for the first time provided also for Western Conference of Teamsters Pension Plan coverage. He said agreement was reached with the company, too, that no worker would be forced to retire for 2 years.

Lindsay credited Pete Andrade, director of the Western Conference of Teamsters Cannery Division, for helping to put together the contract with Kuner-Empson which is a subsidiary of Stokely-Van Camp Co., which owns 89 per cent of the stock and is in charge of negotiations.

#### ● Mechanics

A majority of mechanics and helpers voted for representation by Teamster Local 25 of Boston, Mass., in an election conducted recently at United Parcel Service, Inc., Watertown, Mass., by the National Labor Relations Board.

William J. McCarthy, Local 25 president, said 62 employees were eligible to vote in the election in which the International Association of Machinists AFL-CIO also was on the ballot. The tally was 27 to 25 in favor of the Teamsters.

### Council Gift



International Vice President Ray Schoessling (left), president of Teamster Joint Council 25 in Chicago, is shown presenting the keys for an auto van to Sherman Abrams, president of the Little City Foundation of Palatine, Ill. The truck was presented as a gift from the joint council.



**In Vancouver, B.C.**

# Junior Sports Stadium Plan Receives Teamster Support

Thousands of youngsters from the families of Teamsters Union members and other residents of Vancouver, B.C., soon will be competing in a myriad of sports events to be held in the Junior Sports Stadium now under construction in the middle of the city.

Teamster Joint Council 36 President Ed Lawson recently made an appeal to members to express their views about a contribution to the fund for construction of the stadium. The sports center will cost about \$1 million, of which \$500,000 has already been pledged.

Lawson said the joint council proposed a voluntary assessment, a contribution by local unions, or some other means of assistance.

The stadium project has received financial support from most of the unions and communities in the Greater Vancouver area besides that from amateur and professional sports

organizations, and from thousands of youngsters.

Joint Council 36 records show that at least 8 teams in various youth leagues received full Teamster sponsorship in the 1966-1967 season. Most of the teams are baseball clubs but some are soccer and ice hockey.

## ● In Kentucky

Workers voted for Teamster Local 779 of Lexington, Ky., in two representation elections conducted recently by the National Labor Relations Board.

J. D. White, Jr., Local 779 secretary-treasurer, said a majority of the 22 drivers, warehousemen, and packers working for Vincent Fister, Inc., a moving and storage agent for Allied Van, voted for the union.

White said a majority of the 11 drivers, warehousemen, and packers employed at Alexander-Brown Co., Inc., another moving and storage firm, also voted for Teamster representation.

## ● Fuel Oil

By a 5-to-2 margin, all 14 drivers and mechanics employed by the Savin Fuel Co., East Hartford, Conn., voted for representation by Teamster Local 559 recently in a National Labor Relations Board election, according to

**Entertainer**

Patricia Ann Ricketts, daughter of N. L. Ricketts, a member of Teamster Local 557 in Baltimore, Md., is rapidly attaining prominence as a singer and dancer. Though only 9 years old, Patty Rickee (her stage name) has appeared with famous stars appearing in the Baltimore area and taken part in numerous local pageants and shows.

Louis Maltempo, business representative for the local union.

## ● Air Freight

Drivers and warehousemen employed by Wings & Wheels Express, Inc., air freight forwarding company at the Los Angeles International Airport, voted for representation by Teamster Local 986 in a recent National Labor Relations Board election.

M. E. Anderson, of Local 986, said 25 were eligible to ballot.

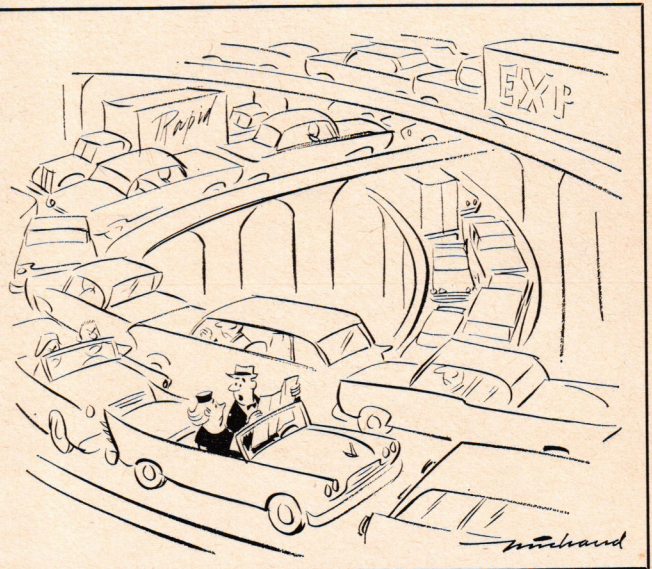
## NOTICE

An organization known as the National Labor Chronicle, using as its address 422 Washington Building, Washington, D. C. 20005, has been soliciting advertising from employers throughout the United States. In addition, an organization known as the Fraternal Order of Loyal Teamsters, with headquarters in Philadelphia, Pennsylvania, has also been soliciting contributions in the east.

This will advise that neither the National Labor Chronicle nor the Fraternal Order of Loyal Teamsters is affiliated with our Union. Nor has any publication or solicitation of funds by either organization been authorized by our Union.

It will be greatly appreciated if you would take steps to inform your members, as well as employers and the general public in your area, that neither organization is affiliated with our Union and that the solicitation of funds by either organization has not been authorized or endorsed by our Union.

"I think we've  
lost ground the  
last half hour."







Big Business Groups  
Lead Assault Against  
Increased Benefits in

## Social Security



WITH BUT three dissenting votes, the U. S. House of Representatives has approved increased benefits under Social Security.

The measure now goes to the U. S. Senate where organized labor will try to influence passage of an even more generous amendment in line with those proposed by the Johnson Administration.

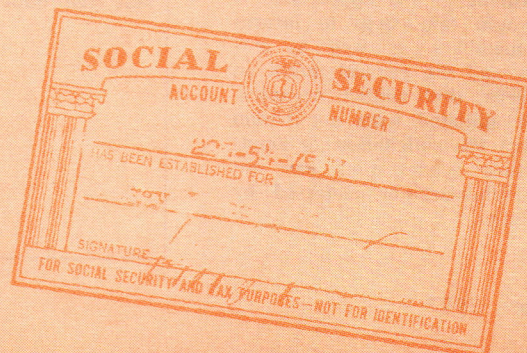
The House measure provides for a general benefit increase of 12.5 per cent for persons on the rolls, broadens the base on which the tax is computed from \$6,600 to \$7,600, revises many of the features of the Medicare law, and imposes much stricter requirements for states to follow on future welfare assistance.

President Johnson had proposed higher minimum benefits and a 15 per cent across-the-board increase in the benefit levels. Although the House measure does provide some improvement in Medicare, it still was not extended to cover the disabled.

The Senate Finance Committee could raise the benefits and reduce the tax base. Chairman Russell Long (D-La.) and some other members of the Finance Committee have announced that they will attempt to revise and expand coverage of drug expenses for the elderly.

Organized labor generally seeks the following improvements in Social Security and will be attempting to get the Senate to make amendments to the House proposal to include:

1. Raising the minimum benefit level to \$70 for a single person and \$105 for a couple, and increase all other benefits by at least 15 per cent. This would make possible the overall 20 per cent increase in Social Security benefits which the President has recommended.
2. Finance the benefit improvements by an increase in the earnings level, on which both contributions and benefits are determined, by steps from the present \$6,600 to \$10,800.
3. Extend Medicare coverage to the disabled.
4. Establish reasonable controls on unduly high hospital charges and physician fees paid under Medicare.
5. Assure that Medicare is available to the needy and the medically needy whose limited incomes cannot pay for adequate health care.
6. Improve present inadequate public assistance payments and assure adequate day care for children





of families receiving assistance in which the mother is participating in a training program.

7. Strengthen, rather than weaken, the possibility of poor families remaining together by requiring states to make assistance available where the father is in the home until he can obtain work for which he is qualified.

8. Transfer administration of community work and training to the Department of Labor with provision of adequate safeguards for those assigned to this program, including requirement of payment of prevailing wages and in no case less than the applicable minimum wage.

But, the mood of the business community toward even the minimal increases passed by the House was evident from the wailings and moanings of the U. S. Chamber of Commerce and the National Association of Manufacturers as the House debated their measure.

#### Same Old Line

Using the same old line they have used to fight social progress at every turn, the Chamber and the NAM claimed changes in Social Security "would convert Social Security into a welfare type program to help carry on the war on poverty."

Congressmen were unimpressed. They passed the bill 414 to 3 and sent it on to the Senate.

The only support the Chamber and the NAM got was from a pair of Dixiecrats, House veteran Charles E. Bennett, of Florida, and Jack Brinkley, a first-termer from Georgia, and California Republican James B. Utt, one of the nation's best known right-wingers, voted against the measure.

As August came to a close, the Senate Finance Committee had begun hearings on the 208-page House-passed bill. The committee, it was predicted, would work on the measure until late in the Fall.

Meanwhile, Chamber and NAM lobbyists made preparations to pressure the Senators in an effort to achieve what they failed to do in the House of Representatives.

The resistance of big business organizations to social legislation sometimes is ludicrous—in view of their recent 414-to-3 defeat, for example. They seem not to understand that such legislation is almost the sole assault the government is able to make on the root of many of our domestic problems. This low level of

social responsibility in the stance of the Chamber and the NAM is saddening and sobering.

Vice President Hubert Humphrey tried to inspire the social conscience of some close allies of the big business barons last May when he told a "Plans for Progress" meeting of the nation's bank presidents:

"I am part of the establishment and so are you. . . . We have more to lose than anyone if things go sour in this country. . . ."

Humphrey received less than thunderous applause for this down-to-earth logic as the bankers—who spend a lot of lunch and country club time with industrial owners and management—listened politely with their deaf ears.

The men with the money and the men with the property—and their corporate managers and associates who exercise the power of decision—have gone right along whispering sweet words of encouragement to the Chamber and NAM lobbies.

Collectively they seem to be the victims of the myths portrayed in the business manual of fairy tales about social legislation. The primer was begun more than 30 years ago in the initial battle fought against Social Security.

For instance, big business is fearful that individual initiative will be further destroyed if the current amendments under consideration are enacted into law. There is the fear that Social Security benefits will be paid on the basis of need—that is to say, the fear of another step toward a welfare state.

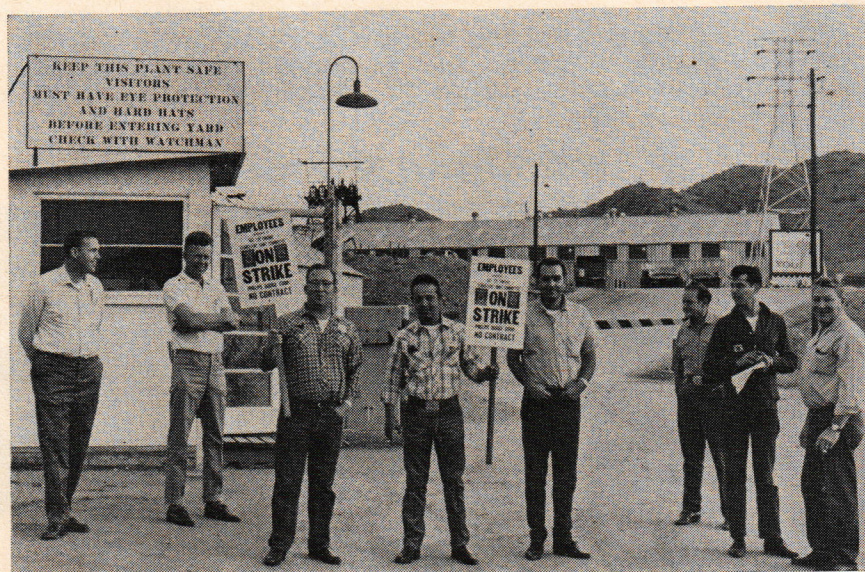
This is simply not the case. Social Security benefits have always been a matter of earned right, through the contributions made by workers as well as employers.

One of the provisions approved in the House bill would generally increase minimum benefits for retired workers by 12½ per cent—from \$44 to \$50.

The goal here is to pay a more meaningful benefit to the relatively few workers who did not have the opportunity before retirement to make full contributions to the system because they were too old when the system began or because their occupations were not covered by Social Security until recently. The idea is not unusual; private industry itself often makes preferential concessions to older workers at the inauguration of private pension plans.

The Chamber and NAM lobbyists also claim that it will be necessary to

## Arizona Pickets



Some 600 members of Teamster Local 310 in Tucson, Ariz., are among the 7,000 or more workers from 13 different International Unions off their jobs at Phelps-Dodge Corp., and other mining companies in the Bisbee, Ariz., area. The walkout began when contract talks broke down at Phelps-Dodge in mid-July and the other companies locked their men out. The Teamsters involved are mostly pit drivers. Shown on the line at a Phelps-Dodge gate are (left to right): C. F. Wallmark, Local 310 secretary-treasurer; Local 310 members Reno Frizzell, Howard Holloway, Robert Spivey, Joe Romero; Steelworkers Joe Bustamante and Richard Hernandez, and Okie Twombly, president of Local 310.



"raid" U.S. Treasury funds to pay for the new benefits proposed under the Social Security Amendments of 1967. This, they say, would undermine the original principle of a self-financing system.

It is true that U.S. Treasury general funds would be used to pay the cost of a raise (from \$35 to \$40 a month), under the present version of the bill, for workers aged 72 or more who were unable to work long enough under Social Security to qualify for regular benefits.

But this "terrible danger" is blown out of proportion. Under present law, there is a rigid time limit on eligibility for this special benefit. Nobody who reaches 72 years of age after 1967 would qualify for the increase. The purpose of the proposed raise is to correct an inequity in the system rather than set a precedent, which, by the way, it does not do.

Big business lobbyists also complain that Social Security contributions now being made are going into U.S. Treasury general funds. They would rather have the money made available for loans to and investment in the corporate structure—something like a steady flow of cash plasma for the economy.

By statute of long standing, all the Social Security contributions made by American workers and their employers are deposited in three trust funds.

The monies are expended only to pay Social Security benefits and administrative costs. Left-over amounts

not needed to meet current outgo are invested in U.S. Government securities where they earn the going rate of interest. In periods of high interest rates, such as at the moment, the Social Security funds make out quite well.

Chamber and NAM outcries against the Social Security amendments now being considered are really rather hollow. The proposed changes are not drastically shattering as proven by the fact that more than 99 per cent of the congressmen voting did cast their "yea" in favor of the bill. This is an almost unheard of example of unanimity on Capitol Hill.

Had there been any real danger to any special interest in industry or trade, you can bet your bottom dollar that *all* the Dixiecrats and *all* the conservatives would have tolled "Nay."

As delivered from the House to the Senate, the Social Security amendments provide a \$3.2 billion increase in benefits next year. The Senate is expected to prune this figure.

Among the other provisions of the measure are those:

—Permitting Social Security recipients to earn up to \$1,680 a year before losing any benefits, up from the \$1,500 maximum at present.

—Making disabled widows and widowers eligible for reduced benefits at age 50 rather than age 60 as under current law. This would make eligible an estimated 65,000 disabled persons.

—Requiring all states to provide

job training for almost all able-bodied adults (plus youths 16 and over) receiving cash welfare payments for their children.

—Limiting federal outlays for state-administered programs of medical aid to the needy of all ages.

—Unsnarling Medicare red tape to ease payment and paperwork problems for both the doctor and the patient.

—Authorizing expenditures for child health programs, and also approving new grants to states to help reduce mental retardation and other handicaps resulting from childbirth and infant mortality.

—Providing foundations for other health programs to be assumed by states in future years.

An estimated three-fifths of the increase in cash benefits will be financed from an existing surplus in the Social Security fund. Payroll levies would be hiked to finance the remainder, and to offset rising hospital and medical costs.

## ● In Brooklyn

By an 80 per cent majority, production and maintenance workers at the Art Lloyd Metal Products Corp., voted for representation by Teamster Local 810 of New York City in a recent National Labor Relations Board election.

Louis S. Pavlo, secretary-treasurer of Local 810, said 127 workers at the Brooklyn firm were eligible to cast ballots in the election. The tally was 86 for the Teamsters and 20 for the IUE.

## ● Texas Win

Employees at the Texas Cartage Terminal & Warehouse Co., Inc., in Dallas, Tex., voted overwhelmingly for representation by Teamster Local 745 in a recent National Labor Relations Board election.

C. M. Roseborough, assistant business representative for Local 745, said 55 drivers, helpers, warehousemen, forklift operators, and checkers were eligible to vote. The count was 28 for the Teamsters and 18 against.

## ● Backpay

Three members of Teamster Local 270 in New Orleans, La., recently received a total of \$2,800 in backpay and interest as a result of an unfair labor practice charge processed against Grinnell Co., Inc., their employer.

## Michigan Victory



More than 550 city employees of Dearborn, Mich., voted to be represented by the Michigan Conference of Teamsters in a recent election. Among those playing prominent roles in the organizational drive directed by Joe Valenti, president of Teamster Local 214 in Detroit, were (left to right): Jack Ford, Al Kwiecinski, Valenti, Jim Colden, Jim Manderachia, Tony Cicarelli, Wayne Lingenfelter, Ed Killian, Phil Cicarelli, Tony Peletski, and Ray Massey.



Federal and State Laws,  
Along with Education,  
Help Wage Earners,  
But . . .

## Average Consumer Is Big Loser In Marketplace Battle of Wits

The American consumer, oddly enough, is a creature who himself is in danger of having his economic well-being consumed.

American business is out after the consumer's dollar with billions of dollars in advertising, both to sell the consumer things he needs and to create wants which the consumer might well do without and not endanger a suitable standard of living.

The prudent consumer is the one who resists the continual advertising bombardment to buy this product and that. He is a comparison shopper looking around for bargains not only in such staples as food and clothing, but also in the money market when making purchases on the installment plan.

But, with today's present degree of sophistication in the financial world, even the most enlightened purchaser often finds himself on the short end of a high-interest revolving charge account, a balloon note, or a second mortgage on his home. This often leaves very little of the family budget for the things his television set tells him he needs if he is to be a man of status in his community.

When Mr. Average Consumer walks into the market place today, he finds himself confronted with more gadgets and more goods than any

place else in the world, and behind each is a high pressure salesman or a high pressure advertisement which haunts the purchaser as he parcels out his weekly paycheck for the things he needs and the things he is led to believe he needs.

As society becomes more and more affluent, the consumer finds himself at the mercy of the service trades. Getting service on an appliance which fails to work at all or to work long, getting an installer to make good on a guarantee, or getting an insurance company to write an auto policy he is required to have by state law, often times makes the consumer believe he is dealing with business phantoms. They are easily accessible when making a purchase but difficult or impossible to find when service is needed on a product.

In this economic jungle called the market place, where is the consumer to turn?

Well, the consumer is not entirely without friendly persons and groups who are experts on the marketplace and are willing to help. But, too often, consumer education in this country has been so inadequate that even the willing consumer has a difficult time seeking information which would protect him in the market place.

As Sidney Margolius, New York consumer expert who has written extensively in the labor press and in books on the plight of the consumer, recently pointed out:

"Citizens have certain rights as consumers, just as they have in their roles as workers, farmers, or businessmen. These frequently have been articulated as the right to safety, the right to be informed, the right to choose, and the right to be heard."

The right of the consumer to expect the products he buys are safe was recently brought to fore when members of Congress became concerned over reports that certain color television sets emit dangerous amounts of radiation. The manufacturer, General Electric, reported to the Congressmen that it had called many sets back in for alteration, "but some sets were still out because their owners could not be found."

Safety expert Ralph Nader has done much in recent months to dramatize the fact that the consumer has a right to expect that an automobile he buys be safe.

The right of the consumer to be informed has been cussed and discussed in the Congress for many years at the urging of former Illinois Senator Paul Douglas, with the result





that the Senate has passed a so-called "Truth in Lending" measure which will help to let the consumer know how much interest he pays on an installment purchase.

The right of the consumer to choose has been dramatized in many ways. There are many who maintain, that buying prescription drugs by their generic names costs much less—sometimes half as much—as the same medicine sold by brand name.

Sophisticated packaging is another area where the consumer's choice is limited to the time he can allot to research in a supermarket where he must read weight and volume labels printed on packaging in small letters.

As Margolius points out, for the benefit of the discouraged consumer:

"There are a number of public-spirited private groups doing an excellent job of consumer education. But they can only go so far."

The median income of one who subscribes to "Consumer Reports," is \$10,000. Most likely, that consumer has a college degree. He has learned to study before he goes into the market place. Unfortunately, however, the real victims of the market place are not likely subscribers to "Consumer Reports" and other like publications.

Margolius long has viewed organized labor as the "major countervailing force" on behalf of the general consuming public. His column on consumer affairs appears in more than 200 labor publications throughout the nation, and much to his credit and understanding of the cost of things, he has not raised the price to labor publications which use his column since he started the service in 1948.

Unions have a tremendous stake in conserving buying power of wages they negotiate for members. To accomplish this goal, Margolius says, "labor must continue to press for effective legislation at both federal and state levels to discourage the current exploitation of working families as consumers."

Margolius insists "exploitation" is not too strong a word to describe the present consumer situation "from children manipulated by television ads and teenagers by disc jockeys to parents manipulated into habitual installment buying at high charges for the financing and often for the merchandise itself."

One of the pioneering efforts at consumer education was made several years ago when California ex-Governor Pat Brown successfully set up a state consumer department. The de-



partment was effective in an historic start on consumer education. The department, sadly enough, has been emasculated by present Governor Ronald Reagan whose appointment will do much to sound the death knell to an important service to consumers by that state.

In recent years, the Federal government has given lip service to consumer education through the establishment of a Special Assistant for Consumer Affairs in the executive branch of the government. This department for the most part has existed without portfolio, even though headed by a dedicated assistant secretary of labor, Esther Peterson. Recently when she resigned, her position was filled by a female TV huckster who for years sold appliances to American consumers.

Perhaps the most encouraging news on the consumer level in recent years has been coming out of New York State.

Margolius points to this when he cites as an example of progress the cooperation by State officials and organized labor in restricting the widespread employer practice of firing workers because their wages were garnished by a creditor.

#### Garnishment Curbed

A law signed in 1966 by Governor Rockefeller bars the discharge of workers who incur only one garnishment in 12 months. Moreover, this year a law was passed which was sponsored by organized labor and which protects workers from unfair legal fees passed by creditors repossessing merchandise.

Labor's concern with protecting the workers' buying power also has led to practical steps such as the development of consumer counseling services. Margolius served as an advisor in such programs sponsored by the New York City Central Labor Council.

Such programs are being duplicated by a number of individual unions. They offer six-to-eight-week classes in which union officials and members learn to deal with consumer problems.

Topics range from advice on selecting best buys in groceries, meat and vegetables to choosing a home mortgage or buying life insurance.

It takes an expert to keep abreast of latest consumer developments in both business and government, Margolius declares. In New York State, for instance, life insurance sold by savings banks offers breadwinners and

their families protection at rates between a dollar and a half and three bucks a thousand a year less than comparable coverage elsewhere.

Until this May, banks were restricted to selling only \$10,000 of permanent life insurance coverage. But a new New York State law permits New York residents now to purchase up to \$30,000. Despite this opportunity for savings in life insurance, savings banks presently write only three per cent of the life insurance in effect in New York State.

This lack of public awareness of economical insurance possibilities is another symptom of the need for consumer education.

"It may be," Margolius maintains, "that bank insurance may not fill the bill for a particular family. Some families may have their own agent they want to deal with who provides extra service and tries to work out adequate protection at lower cost. But, moderate-income families need to realize they have a choice of ways to increase family protection at lower cost.

What questions puzzle Mr. American Consumer?

Mail Margolius receives from readers of his columns in the labor press reveal that Mr. Consumer is concerned about:

1. Insurance—life, health, fire and auto;
2. Credit rackets and frauds;
3. Home appliances;
4. Food prices;
5. Drug and medicine prices;

6. Social Security and veteran benefits;

7. Automobiles (dealers and repairs).

In that order, consumers seek information from consumer experts.

Consumer education will receive a high priority in New York public schools, according to Schools Superintendent Bernard Donovan, who feels all students, regardless of grade level, should learn to "buy wisely and care properly for goods before leaving our schools."

A pilot course in consumer education will be instituted in approximately 10 New York City high schools in September.

Although Margolius and other consumer experts place a high priority on consumer education, they also declare that it is a companion—not a substitute—for consumer legislation.

For one reason, family money problems have become too complex to be solved simply with information. A family would need to become expert in shopping, nutrition, interest rates, mortgages, and many other facets of today's complicated and often devious consumer world.

Education is important in formation of a strong and militant consumer bloc to insure fair legislative treatment and an equal voice in Congress and state legislatures for the protection of the public as consumers.

Most active in this regard have been labor unions, credit unions, church groups, leading Negro organizations, the American Association of Univer-





sity Women, and Catholic, Jewish and Negro women's councils, and university economists.

Margolius points out that such consumer groups will be attending consumer developments in the current State Constitutional Convention now working on a draft to revise and update basic laws for New York.

The convention's committee on health, housing, and social services has designated a special subcommittee to shape recommendations for new State codes on consumer protection.

Consumer experts like Sidney Margolius will be in the thick of the battle for consumer protection as New York revamps its constitution. It is from such a wealth of experience that Margolius will carry on the fight in a book to be called "The Innocent Consumer."

The story of the working man and woman throughout history has been like the story of the team that got behind early in the game and spent the rest of the afternoon trying to catch up. Through their unions, working people have made strides in catching up economically.

But as a consumer, the working man and woman are still playing catch up, trying to match wits in the market place with sharpies, out-and-out frauds, financial tricks and fine print, and simple economic circumstance.

Consumer education is slowly helping to wipe out market place illiteracy, but the progress is slow. Through unions and other groups, consumers are learning to maneuver the obstacle course in the market place with a minimum amount of economic cuts and bruises.

But, until Mr. American Consumer receives his PhD in Marketplace Skullduggery, chances are that much of his buying power will be syphoned away by those who consider consumer exploitation just another slick business practice.

## ● Ohio Victory

A majority of the 24 production workers at Harter Corp., an office furniture manufacturer in Van Wert, Ohio, recently voted for representation by Teamster Local 908 of Lima, Ohio, in a National Labor Relations Board election, according to M. G. Redinbo, secretary-treasurer of the local union.

## Along Highways

# Would Cost \$1 Billion To Correct Death Traps

Congressmen were told by the director of public roads recently that it would cost more than \$1 billion to eliminate roadside death traps built into the federal highway system.

F. C. Turner made the estimate while testifying before a House public works subcommittee on the federal-aid highway system. The committee has been holding hearings on the thousands of deaths that occur when cars leave the road and hit hazardously-placed signposts, trees, ditches, and guard rails.

Turner first described the cost of correcting the mistakes as "very substantial." When pressed for a figure, he said it would take more than \$1 billion to correct the hazards along-side federal aid highways other than the interstate system. He said eliminating hazards on the interstate system would cost less.

The extent of roadside hazards had come to light only recently, Turner said, and in many cases were an unfortunate counterpart of safety features built into new highways.

For example, he said, overpasses designed to eliminate the dangers of grade crossings presented new dangers of bridge abutments near the road, while large signs designed to be readable to the motorist passing at fast speeds required heavier supports which could be fatal to the motorist hitting them.

"The principal cause," Turner pointed out, "is clearly that our previous judgment . . . did not anticipate the degree and frequency with which drivers would run off these new roads."

He added, "It took some time to observe that a dismaying pattern of run-off-the-road accidents was occurring and an equally long time to develop appropriate corrective measures."

Both Turner and Lowell K. Bridwell, federal highway administrator, told the congressmen that programs are underway to eliminate such now-recognized hazards from future construction.

Subcommittee Chairman John A. Blatnik (D-Minn.) commented that the

hearings had brought to light an incredible story of mistakes that should have been corrected sooner.

As a result of a communications gap, he said, "the knowledge we have gained from experience and research over the years has often been ignored in practice." He also criticized "inertia" resulting in needless resistance to change on the part of highway builders and administrators.

"We can safely predict that each year thousands of vehicles undoubtedly will hurtle off our highways out of control, as they have done each year in the past," Blatnik said. "Reasons will range all the way from bee stings, sideswipes or blowouts, to driver error or fatigue."

Blatnik concluded: "Whatever the reason, they are entitled to a second chance to recover control, without being smashed against some massive concrete or steel object which in too many cases should not have been there at all."

Seventeen congressmen have introduced legislation aimed at requiring the Secretary of Transportation to withhold federal highway money from states failing to comply in the future with strict federal roadside safety standards.

The Department of Transportation and the Bureau of Public Roads can do much the same thing now under existing authority, but they are not doing it. The proposed legislation would make it mandatory that states comply or else forfeit federal highway funds because of ineligibility.

## ● On Consumers

"It is the individual consumer—not the average consumer—who shops, who engages in boycotts, who gets disillusioned and deceived and who comes to put the blame for all the ills and shortcomings of the individual service men, retailers and manufacturers on something called 'business'"—Mary Gardiner Jones, only woman member of the Federal Trade Commission.



## DRIVE REPORT

# DRIVE Programs to 'Follow Up' Motorcades

### National Office To Assist Work Back Home



Josephine Hoffa national president of DRIVE Ladies Auxiliary and wife of General President James R. Hoffa, again this year provided the inspiration for the DRIVE Washington Motorcades, speaking at many Motorcade functions, and urging Teamster wives across the nation to take up the legislative and political struggle to protect what their husbands have won on the picket lines throughout the years.

DRIVE's Motorcade series for 1967 ended in August on a high note of success as plans were announced for utilizing at home the new knowledge gained by members of DRIVE Ladies Auxiliary units in their personal interviews with congressmen.

DLA groups from the Carolinas, Kentucky, and West Virginia closed out the grass-roots program that got underway last April.

Through the warm weather months, nearly 1,500 Teamster wives made the trip to Washington, D.C., studied the legislative issues of interest to labor, and then made the rounds of the offices of Senators and Representatives on Capitol Hill.

They sought answers to their questions of where the legislators stood on the issues. Wherever they found a viewpoint opposite to their own, they made a pitch for support of the DRIVE position.

General Vice President Frank E. Fitzsimmons and DRIVE Director Carlos Moore announced at the final DLA banquet for the year that the program would be extended by encouraging the motorcadeters to funnel their experience to members and friends at the local union community level.

Heading up the final motorcade were Paul Priddy, Marion Winstead, and Howard Haynes—president, secretary-treasurer, and vice president respectively of Joint Council 94 covering Kentucky-West Virginia; Loy Young and W. C. Barbee, president and secretary-treasurer respectively of Joint Council 9 for North and South Carolina; D. S. Willard, president of Local 391 in Greensboro, N.C.; and Roy F. Hurt and C. W. Rought, secretary-treasurer and recording secretary respectively of Local 509, in Columbia, S.C.

## Fitzsimmons Urges ALL Teamsters To Join DRIVE through Checkoff

ONE OF the provisions of the recently negotiated National Master Freight contract is agreement from the employers to checkoff DRIVE memberships for members covered under the contract.

Many local unions have negotiated a similar clause in their contracts.

Teamster General Vice President Frank E. Fitzsimmons, who has been a dynamic part of the recently completed DRIVE 1966-1967 Motorcade program, is urging all Teamsters to take advantage of the DRIVE check-off provision in their contracts.

Said Fitzsimmons at a recent DRIVE gathering:

"Because our cause is just, we have been tremendously successful at the bargaining table over the years. Finally convinced that Teamsters and labor could not be denied at the bargaining table, the nation's employers turned to the Halls of Congress to

put a damper on collective bargaining.

"Now," Fitzsimmons declared, "even though we take no particular delight in devoting so much time to politics, it is extremely necessary that we do so to combat the influence business lobbyists have in Washington, D.C.

"With this thought in mind, we negotiated the DRIVE checkoff into the latest freight agreement. I urge every member to avail himself of this means to join us in the legislative battle. The stronger we make DRIVE, the better our chances to cope with the tremendous pressure which business brings to bear on our congressmen and senators to pass laws which will make our efforts at the bargaining table ineffective.

"Join DRIVE today! It is necessary for our survival, just as the picketline has been so necessary for our survival over the years," Fitzsimmons said.



## DRIVE REPORT

Carlos Moore  
Director, DRIVE

**HIGHLIGHT** of the final 1967 DRIVE motorcade banquet was an address by General Vice President Frank E. Fitzsimmons.

Recalling more than 30 years of association with Teamster General President James R. Hoffa, Fitzsimmons told delegates and congressmen from Kentucky, West Virginia, and the Carolinas who attended the banquet of the strange workings of justice when one's name is Jimmy Hoffa. Excerpts from Fitzsimmons' address follow:

It is difficult to believe that murderers, armed robbers, rapists, and others who have engaged in crimes of violence against society as a way of life are given new trials, or released outright, when the government admits an invasion of their constitutional rights, such as wiretapping.

When your name is Jimmy Hoffa, justice seems to work another way. When the government admitted wiretapping a co-defendant with Hoffa in the Chicago case, the Supreme Court of the United States ordered a hearing to determine if Hoffa was convicted with tainted evidence, to see if his constitutional rights had been violated.

After a hearing of several days, a district court announced immediately upon completion of proceedings that it had made up its mind, that wiretapping had not tainted the Hoffa case, and that the court would issue a formal statement later.

When your name is Jimmy Hoffa, the rules don't seem to apply.

Jimmy Hoffa was never convicted of a crime of violence. Yet, the government keeps him in a maximum security prison. It keeps him there when those from outside the labor movement spend their incarceration in so-called correctional institutions with minimum security. They enjoy unlimited visitations and an atmosphere far removed from the harsh light that burns all night in Hoffa's cell.

Jimmy Hoffa's only crime was that he insisted upon representing the 1.8 million members of the Teamsters with all his strength and foresight. He began to dip into the profit structure of the nation's industrialists at the bargaining table. He got for his members a fairer share of the profits and the fruits of their production.

When he refused to relinquish his right to represent 1.8 million Teamsters and their families with all his talents and abilities, the powers that be began to close in, and close in they did.

Hoffa's crime is one of dedication to the trade union movement and the working people of the United States.

Today, while murderers, rapists, armed robbers and other violent criminals walk the streets as free men, Hoffa languishes in a maximum security prison, and the courts give quick-draw decisions in his cases and refuse him his freedom.

That is the price Hoffa and his family pay. They pay that price to have served working men and women as they have done all their lives.

## DRIVE Motorcade's Picturama



General Vice President Fitzsimmons is shown with Rep. Hechler of W. Virginia (3rd from right), and DRIVE motorcaders including Paul Priddy (right), president of Joint Council 94, Louisville.



Rep. Roy A. Taylor of N.C., with Carolina delegation. Left is Loy Young, president of Joint Council 9, in Charlotte, N.C.



N.C. Senators Sam J. Ervin, Jr. (rear center) and Everett Jordan (front center) met with DRIVE group from the Carolinas. Far left is D. S. Willard, president of Local 391. Far right is Loy Young, president of Joint Council 9, and W. C. Barbee, council secretary-treasurer. Photo below, Rep. Nick Galifianakis of N.C. received this DRIVE delegation, headed by D. S. Willard (left), president of Local 391, Greensboro, N.C.







Sen. Thruston Morton of Kentucky, a leading figure in the Republican Party, received a delegation of Kentucky DLA members in a Senate hearing room. They enjoyed a lengthy talk on matters of mutual interest. (Photo left.)

Rep. Charles Jonas of North Carolina (far right) was a gracious host when called upon by a DRIVE delegation headed by W. C. Barbee (far left), secretary-treasurer of Teamster Joint Council 9. (Photo right.)



A Kentucky DRIVE delegation called on Rep. Tim Lee Carter (center) of that state in his House Building office following an earlier seminar briefing and talked about pending legislation of interest to Teamsters and their families. (Photo left.)

Rep. Frank Stubblefield of Kentucky took time from a heavy schedule to receive this group of DRIVE delegates from his home state. The ladies, from Stubblefield's District, quizzed him on his stance regarding labor legislation now pending. (Photo right.)



This South Carolina DRIVE group found Rep. Albert W. Watson seated at his desk and interviewed him there regarding legislative issues of the day. Helping the ladies are Roy F. Hurt (left), secretary-treasurer, and C. W. Rought, recording secretary, both of Local 509 in Columbia, S.C. (Photo left.)

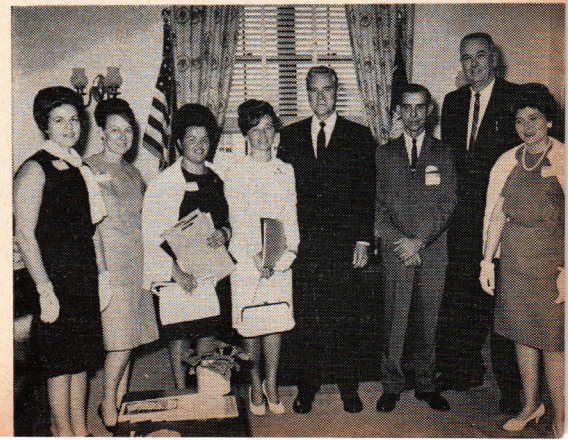
Rep. Robert T. Ashmore of South Carolina (3rd from right), talked with this DRIVE delegation from his state. Roy F. Hurt (left), secretary-treasurer of Local 509, and C. W. Rought, recording secretary of the same local, led the group. (Photo right.)



Kentucky Rep. William Natcher and DRIVE ladies from his state join together in reading a list of the legislation of interest to the Teamster wives. Natcher, like other congressmen, was asked for his support on pro-labor measures pending in Congress. (Photo left.)



Sen. Ernest Hollings of South Carolina received a delegation of DRIVE motorcaders from his home state. The Senator, like other members of Congress, gave his views on pending legislation of interest to the Teamster housewives and their husbands.







## SPOTLIGHT ON WASHINGTON

THE HOUSE, on August 21, passed and sent to the Senate a bill increasing the number of trips House Members can take to their home district at taxpayers' expense each year . . . . Under the existing law, House Members are allowed five round trips a year at taxpayers' expense . . . . Those within commuting distance of Washington, D. C., could elect to take a lump sum of \$300, instead of actual payments for the five trips.

A NEW VETERANS bill, S. 16, gives veterans and their dependents a cost-of-living increase in pension payments, provides full wartime rates of compensation for those injured during the Viet Nam era, and pensions for those who become disabled, higher educational allowances for veterans attending college under the Cold War GI Bill, and new training programs under that law . . . . The cost-of-living pension increases were estimated to come to \$102 million in the first year and the GI Bill provisions were estimated at \$158 million.

THE AMERICAN Medical Association is still trying to shoot down any improvement in Social Security, especially those for Medicare. Dr. Samuel R. Sherman told the Senate Finance Committee that the government should provide a "subsidy to all eligible persons to be used for the purchase of private medical insurance . . ." Opposing any schedule of fees to be charged by doctors under Medicare, the AMA spokesman declared that the AMA favors "the usual and customary fee concept" under which doctors now bill Medicare patients. A fee schedule comparable to Blue Cross schedules has been proposed.

CONG. William D. Ford (D-Mich.) has introduced legislation in the House of Representatives to repeal the 27½ per cent depletion allowance for oil and gas producers. Rep. Ford termed the depletion allowance a "legalized tax evasion" and estimated that it deprives the government of some 2 billion dollars annually in tax income . . . . "Studies show that large oil and gas firms use the depletion allowance to regain their initial investment many times over. Tax figures show that in 1965, the nation's 20 leading oil companies paid corporate taxes at the rate of only 6.3 per cent, as compared to the usual corporate rate of 48 per cent for other businesses. Some large oil firms paid no taxes at all, and a few even received tax refunds, Ford declared.

THE SENATE has approved the Air Quality Act of 1967 by an 88-0 vote, an overwhelming vote of concern over the increasing dangers present in the air we breathe. The bill now awaits House action. It would provide \$700 million for new research programs both by federal and state governments.

SEN. EUGENE J. McCARTHY (DFL-Minn.) has introduced a bill to extend and improve federal-state unemployment compensation. . . . He was joined by Senators Case of New Jersey, Hartke of Indiana, Javits of New York, Metcalf of Montana, and Mondale of Minnesota. . . . The bill would extend coverage to about 10 million workers; provide more adequate benefits for longer periods; raise the tax base by 1972 to the same level as the tax base for Social Security; prohibit procedures by which individuals who have earned benefits are now denied those benefits in some states.

## Equal Time For Those Smeared

The Federal Communications Commission recently put new teeth into regulations that call for "equal time" for those smeared by commentators over radio broadcast programs.

As of Mid-August, radio stations were obligated to seek out persons or organizations that have been attacked within a week and make time available for an answer.

The regulation was in response to the swarm of commentators financed heavily by right-wing organizations that have peddled hate, bigotry, and misinformation in their efforts to smear liberals, labor leaders, church leaders, and civic and business leaders who happen to disagree with their views.

Currently, the FCC estimates there are no less than 10,000 weekly radio programs aired over several hundred stations in which right-wing philosophy is presented exclusively via unbridled propaganda.

Commenting on the FCC action, the Institute for American Democracy declared that the new FCC rules can help "rescue a segment of the nation's airwaves from domination by the would-be brainwashers of the radical right."

In the past, persons maligned by right-wing commentary have been helpless to answer the attacks. Radio stations catering to the well-heeled groups sponsoring the programs simply ignored protests.

Stations failing to give "equal time" can now be fined up to \$10,000 for each offense.

## ● Age and Employment

There are more than 750,000 workers 45 years of age or older who are looking for work today and can't get it mostly because of discrimination against their age, says Labor Secretary Wirtz.

Wirtz told the congressmen that half of all private job openings are barred to applicants over 55, and a quarter to those over 45. He said more than a third of those men unemployed 27 weeks or longer are over 45 years of age.



## ● Oklahoma RTW Fizzle

The "right-to-work" drive started recently in Oklahoma with great fanfare has fizzled with announcement of a "postponement" of the campaign.

RTW supporters gave up when neither political party wanted the proposed referendum—being sought by petition—on the ballot for the 1968 elections.

Oklahoma union leaders said the RTW drive lacked funds; also, the advocates were torn by dissension. Capping it all was a critical statement of the RTW proposal by Oklahoma's first Republican governor, Henry Bellmon.

## ● September Dedication

Secretary of the Interior Stewart L. Udall will dedicate the Terre Haute, Ind., home of Eugene V. Debs, pioneer labor leader, as an official national shrine in ceremonies Sept. 23.

The International Brotherhood of Teamsters was among the trade unions that originally made grants for restoration of Debs' home a few years ago.

The IBT, upon the recommendation of General President James A. Hoffa, gave \$5,000.

## ● NLRB Activity

The fiscal year ending last June 30 set a record in the number of cases filed with the National Labor Relations Board, reflecting increased employer resistance to Board decisions and union organization.

The number of cases filed in the year climbed above the 30,000 mark compared with 28,993 filed during fiscal 1966. Of these, 17,040 involved charges of unfair labor practices.

As a result of the record-breaking number of cases, the Board set records in virtually all its activities.

## ● Mississippi Poverty

"Thin arms, sunken eyes, lethargic behavior and swollen bellies were everywhere to be seen. Even cursory examinations of tongues, eyes, and nailbeds disclosed unmistakable evidence of anemia and vitamin deficiencies . . . Iron, vitamins, medicines were simply unobtainable, for there was no money to purchase them . . ."—statement by Dr. Raymond A. Wheeler of Charlotte, N.C., who participated in a field survey of health and living conditions of

Negro children in Mississippi, and later testified before a Senate Subcommittee on Poverty.

## ● Money Distribution

A comparison of compensation for workers and profits for stockholders was made recently by the Department of Commerce and showed a wide disparity between the two.

The federal department's publication, *Current Business*, reported that from 1963 through 1966, compensation for employees in all industry in the United States went up 27.7 per cent—while profits after taxes increased 49 percent in the same period.

## ● Unions Offer Reward

Police and firemen's unions in Cranston, R.I., recently offered a \$250 reward to anyone who could persuade the city's mayor to return to the bargaining table.

The reward was offered after a running dispute between the mayor and the unions reached a stalemate. The mayor walked out and refused to return.

## ● Farm Automation

The Agriculture Department revealed recently some of the incredible devices of automation being developed for farms, including:

A machine with mechanical arms to shake ripe fruit off trees; an electric vibrator to shake blueberries off bushes; and, believe it or not, a machine with an ultra-sensitive photo-electric eye that peers into the ground and pulls up only the choicest and most mature asparagus.

## ● Millionaire Glut

Internal Revenue Service records show that 1965 was a vintage year for millionaires as a record 646 Americans reported incomes of \$1 million or more that year, an increase of 164 millionaires over 1964—the previous record year.

Income tax returns showed that the millionaires in 1965 averaged salaries of \$83,150 and received income from dividends at the rate of \$763,573. Their average interest received was \$41,285.

In comparison, IRS record for 1965 show also that 49 per cent of all taxpayers reported receiving incomes of less than \$5,000 for the year.



## ● Health Costs

Spiraling doctor fees and inefficient hospital management were blamed by Health-Education-Welfare Secretary Gardner recently for the skyrocketing costs of medical care.

Health care costs have continued to rise at about double the rate of the Consumer Price Index, Gardner pointed out. He added, "Something must be done to meet this problem."

He said the most striking reasons for the increased costs in this area are "hospitals that are just barely coming up over the edge of the 20th century in management practices," and the increase in doctor fees since the advent of the Medicare program.

## ● Slum Housing

The nation hasn't been making any real headway in eliminating slum housing, according to the Census Bureau which just recently made a reappraisal of its statistics.

Until the reappraisal, census statistics showed that the lowest class of housing—"dilapidated"—had been cut by 1.6 million units between the 1950 and 1960 censuses.

Now, officials admit the 40 per cent slash in slum housing was a big miscalculation. There were 3.5 million dilapidated housing units in use in 1950; as of 1960, the number, it is now determined, stood at 3.4 million.

## ● NYC Malpractice Suits

Malpractice suits against New York City's 21 municipal hospitals are soaring as the result of increasing public disclosures of "sloppy" conditions, according to J. Lee Rankin, the city's corporation counsel.

Judgments and settlements totaling \$753,850 were paid in 1966 for malpractice claims, Rankin said, more than double the amount paid in 1965.

Rankin said the traditional reluctance of juries to award claims that would ultimately be paid out of their own tax dollars was breaking down under the increasing awareness of the poor conditions at some of the hospitals.

## ● Labor Law 'Workshops'

Working with state and local chambers, the U.S. Chamber of Commerce is sponsoring a series of special "labor law workshops" in a dozen cities during September.

Chamber President Allan Shivers was quoted as saying that the workshops would serve the dual purpose of discussing key labor issues pending in Congress, and outlining the Chamber's program for labor law "reform."

Shivers acknowledged that the national Chamber, in cooperation with more than 40 trade associations,

has been working to achieve a complete "overhaul" of the nation's labor laws.

## ● Price Rise Unneeded

Andrew F. Brimmer, a member of the Federal Reserve Board, said in late August that business profits are not being "squeezed" severely enough to justify a general rush to hike prices.

Brimmer said that "profit margins in manufacturing remain close to the average recorded over the past decade—and well above the low points reached in earlier periods of lessened economic activity."

He added that while the pressure on profits is unmistakable, "it doesn't appear to justify a general rush to restore margins through successive rounds of price increases."

## ● Gray Collar Workers

A new term is gaining in acceptance to add to the descriptive terms of "white collar" and "blue collar" workers; now it is the "gray collar" worker, distinguishing service employees from other occupations.

There are an estimated 25 million gray collar workers in the rapidly growing service industries in the United States, and only about 10 per cent of them are organized.

Many of the gray collar workers are on the job part time and most are employed in small businesses with 50 or less employees. Too, there is a high proportion of women in service jobs.

## ● Transportation Policy

The Department of Transportation was set up to provide a national transportation system to handle all needs safely, economically, efficiently, quickly, and with maximum choice and performance, according to Cecil Mackey, Assistant Secretary for Policy Development.

Mackey said there is no prospect of nationalization or government ownership of any mode of transport, but added:

"If we find investment in various modes is not in balance, we'll influence it. We won't preserve any part of the system just to preserve some carrier that isn't carrying its weight in the whole system."

## ● Future Food Prices

Groceries in the coming year will cost the consumer about what they are costing this year, said the Agriculture Department in a recent announcement.

Food costs for the average person in 1968, predicted the department, will average between \$485 and \$490 compared with \$472 last year.

The department further predicted that the average dinner table will hold more pork, poultry, eggs, rice, citrus fruit and frozen vegetables while cutting down on veal, lamb, most dairy products, non-citrus fruits, melons, and dry beans.



## WHAT'S NEW?

### Magnetic Dip Stick

This new magnetic dip stick features an adjustable stop, which permits the stick to be submerged the same distance in the oil as the standard model it replaces, to provide the same readings. The projecting top portion may then be bent over, if too long to fit under the hood. Primarily for passenger cars, the dip stick collects tiny particles of metal worn off the engine's moving parts, which are too small to drop to the bottom of the crankcase. Normally circulating with the oil through the running engine, these particles are responsible for at least some of the wear in internal combustion engines.

Each time the oil is checked and the dipstick is wiped, the fine particles collected are swept away. Particles will begin to appear after only a few miles of normal driving, the manufacturer claims. Fitting all standard American cars, the stick is made of chrome plated steel, and magnetized at the bottom end. Retail price is about \$2.95.

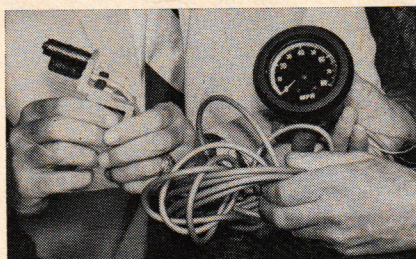
### Seat Desk

Not a permanent part of the hardware, this easily removable seat-desk has adjustable legs for varying floor heights. It carries a clip-board type top, and has two compartments inside. One holds standard letter-size folders and the other accepts material up to 15 x 12¼ inches. This large compartment is lined with polyurethane. A slot is built-in to hold pencils.

### Electronic Speedometer

Said to all but eliminate the costly breakdowns in conventional speedom-

eters, this new device is all-electric, using the energy of rotating magnets to produce an electromagnetic impulse that drives the indicator needle. Under constant impulse, the needle appears stationary, although it is actually being held in place by continuously interrupted pulses. The manufacturer points out that the needle deflects, but that there is no part of the indicator unit that rotates, hence nothing to wear out. He is backing the unit with a 250,000-mile guarantee when it is marketed. Conventional speedometers are reported to fail anywhere between 16,000 and 80,000 miles.



The two rotating magnets are mounted on the inside of a front wheel hub. The pickup unit (left in the picture) is mounted on a member of the steering linkage that is stationary with respect to the wheel. The magnets and pickup are mounted so that there is about ⅛ inch between them when the magnets pass. The pulses travel up the shielded conductor to the speedometer head which uses a 250-degree jeweled and pivoted movement with about ½ of one percent error. In the head is an electric power supply and a pulse shaping and converting network as well. The power supply keeps the impulse voltage constant, regardless of the condition of the battery, generator and regulator.

The dial has evenly-spaced mph indications. Unlike a conventional speedometer, this unit does not change characteristics depending upon vehicle speed.

### Overheat/Oil Pressure Warning

A new system combines warnings for low oil pressure and high temperature into a single unit, and gives approximately 30 seconds notice to the driver before the engine shuts off. The system uses two sensors, one for low oil pressure, the other for water temperatures above 220 degrees; an electronic unit, a buzzer and a warn-

ing light, all of which can be installed quickly, the manufacturer says. The light and buzzer can be mounted almost anywhere on the dashboard.

### Air Power Steering Kit

Reportedly easy to install, this air power steering kit is designed for medium and heavy duty trucks. Installation takes an average of seven hours, with no adjustments necessary during or after installation. Air is the only power source used, and existing truck equipment provides enough, the company says. A torque valve meters pressure to the power cylinder in proportion to the effort applied to the steering wheel. In case a failure, a safety valve protects against locks, so that the system returns to normal manual operation.

### Bunk Warmer

This 12-volt bunk warmer for sleeper cabs plugs into cigarette lighter outlets, and is said to keep sleeping drivers snug even in mid-winter, without the hazards of running engines. The bunk warmer usually draws only two or three amperes, but may draw as many as five in extreme weather, or for fast warmup.

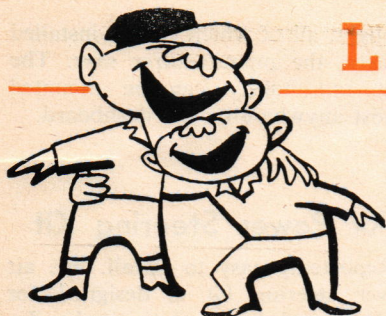
### Moisture Eliminator

For automotive air brake systems, this new device automatically expels moisture and oil from the air storage tank each time the brakes are applied or released. It goes on tractor or trailer tanks without the need for long control lines.

*WHAT'S NEW endeavors to keep our readers informed of late developments in fields in which they are interested. Since it is the policy of THE INTERNATIONAL TEAMSTER not to advertise any product, trade names and manufacturers are omitted. Interested readers can obtain names of manufacturers by writing THE INTERNATIONAL TEAMSTER, 810 Rhode Island Ave., N. E., Washington, D. C. 20018*

*A report on new products and processes on this page in no way constitutes an endorsement or recommendation. All performance claims are based on statements by the manufacturer.*





## LAUGH LOAD

### How's That Again

A sweet old lady was introducing the new deacon of their church to her extremely Republican husband.

"Darling," she announced, "this is Mr. Schuffenschmall the new deacon."

"New Dealer?" asked her husband, who was somewhat deaf.

"No, dear, not New Dealer, new deacon. He's the son of a bishop."

The husband nodded wisely. "Sure," he said. "They all are."

### No Dumb Blonde

One college man had arranged a blind date for another, who was furious. He called the other aside and whispered: "Some date! She's fat, her nose is broken, her bleached hair is streaked, she's knock-kneed and missing two front teeth!"

"No need to whisper," calmly replied the date-maker. "She's deaf, too!"

### The Cardinal Sin

The customer returned his monthly payment card of the bank's charge plan with his check. The card was not stapled, not folded, and not creased in any way, but did contain a correction in the spelling of his name and this neatly penned message: "Dear Machine: You have again spelled my name wrong. Please correct and acknowledge. If not corrected by next month. I shall bend your card."

### True Confession

After the accident he was dragged out of the smashed car and rushed to the doc's office in the small town nearby.

"Afraid I'm the wrong fellow to help you," the doc said. "I'm a veterinarian."

"Go to work on me anyway," groaned the victim, "I was a jackass to go 60 on those tires!"

### Smile . . .

The bank robber shoved a note across the counter to the teller. It read: "Put all the money in a bag, stupid, and keep quiet." The teller scribbled another note and pushed it back to the thief. It read: "Straighten your tie, idiot, we're taking your picture."

### Straight Answer

Teacher: "Who can spell 'straight'?"

Small boy: "S-t-r-a-i-g-h-t."

Teacher: "Correct. Now what does it mean?"

Small boy: "Without water."

### Some Consolation

"I'm sorry we won't be able to use you any longer," said the boss to one of his employees, "but it should give you a great deal of satisfaction to know it's costing us \$275,000 to replace you with a computer."

### Modern Youth

The little first-grader tripped and fell coming out of school. His teacher hurried over to him. "Remember, big boys don't cry," she said sympathetically.

"Darn right they don't!" the youngster snapped. "They sue!"

### Short Howls

Automation doesn't cut red tape, it perforates it.

Golf is a good game. It gives a fellow a chance to be a pedestrian without the danger of being run over.

A specialist is one who has trained his patients to become ill during office hours.

### Definitions

Executive: A guy who is always annoying the hired help by asking them to do something.

Baby: Something with a lot of noise at one end and no responsibility at the other end.

Chivalry: A man's inclination to protect a woman from any man but himself.

### Naturally, Comrade

A Russian worker saved all his life to buy a dinner in a first-class restaurant. When he had enough money, he went to the best place in Moscow and ordered steak. He was amazed to find part of an old automobile tire occupying the plate with the potatoes and fixings. When he asked the waiter for an explanation, he got this reply.

"Is all part of the new five-year program, Comrade. In the first two years, the automobile replaces the horse."

### All Alike

A hippie and his girl friend were visiting the Florida Everglades. While sitting on a pier, playing guitars, the girl turned to him and said, "Hey, man, like don't look now, but an alligator just bit off your leg."

"Crazy, baby," said the hippie, "which one?"

"I dunno; you seen one, you seen 'em all."

### Like He Says

One of our bachelor drivers, a notorious ladies' man, has this important advice for us.

"If you don't think a girl is dynamite, try dropping one."



# FIFTY YEARS AGO

in Our Magazine



Vol. XIV

(From the September, 1917, issue of the TEAMSTER)

Number 9

## The Public Record of Herbert Hoover



### A Public Servant With Incredible Energy, He Works Wonders In Relief, Food Control

**W**HEN a public man like Mr. Hoover is so belauded and berated it clears the atmosphere to know exactly what he has done with his talents. Mr. Hoover has not buried his.

He began life forty-three years ago as a Quaker lad on an Iowa farm; worked his way into and through Stanford University by sheer pluck, and emerged a mining engineer. His first big job was in Australia when the country was new and where he discovered, among other things, a large mine. In 1899 the Chinese government borrowed him to become director of mines. He rolled up his sleeves and went at it with zest, exploring the country and determining how to adapt modern methods to mines which had been worked since the dawn of history.

The Boxer uprising caught Mr. Hoover in Tientsin, where he turned soldier, diplomat, tactician, firefighter and lifesaver. He came through the broil a firm friend of a Chinese official whose life he had saved and who rewarded him by making him a partner in a rich coal mine. This enterprise, which proved stormy, but successful, led him to London, where he joined a firm as junior partner, only to be cleaned out completely by the frauds of the financial member of the house. Although the firm was not legally responsible Mr. Hoover declared that all the frauds should be made good, and they were, though it took a six-year grind to do it.

From that day Mr. Hoover prospered. He has conducted mining operations in South Australia, Burma, Russia, China and Central America.

The outbreak of the war found him in London. The American embassy, overwhelmed with the homeward rush of American tourists, sent him a distress signal and he went to work as usual. In two months, under his direction, about 150,000 Americans were returned to their native shores.

That job was wound up in October. Then the Belgians began to call for help. Mr. Hoover organized the machinery of the relief work; he bought food on his own credit and that of his associates to a staggering extent; he built up a fleet of seventy cargo steamers at a time when the belligerent governments were cornering shipping; he raked together canal boats, barges and railroad cars for distributing supplies; at the start he decided that he would need \$5,000,000 a month for the work. Before he was through he was spending nearly that amount each week.

All this time a running fight had to be maintained against the German authorities; there was constant friction with the allied governments; loss of ships from mines and submarines; and stiff competition to obtain ships at all. There was not a day from start to finish of the commission that it was not in hot water. Mr. Hoover and his helpers swallowed exasperation enough to start a

private war, and they swallowed it for the sake of a great cause—feeding Belgium.

What Mr. Hoover has done in the United States since we entered the war can hardly be given in a brief recital. He has organized the food conservation bureau so that it will become operative just as soon as the President signs the bill; he has taught us to eliminate waste in production and consumption of food; since his services began, the price of flour has dropped several dollars a barrel; his work is thought to have been largely in-

strumental in preventing foreign governments from obtaining control of American food supplies—and thus the list lengthens.

Like a certain famous advertisement, Mr. Hoover might say, "Our record is our recommendation"; but he does not go in for self-advertising. So persistently did he keep in the shadow in Belgium that the first eighteen months of the war people who thanked the commission for the relief of Belgium for their very lives used to ask:

"Who's Hoover?"

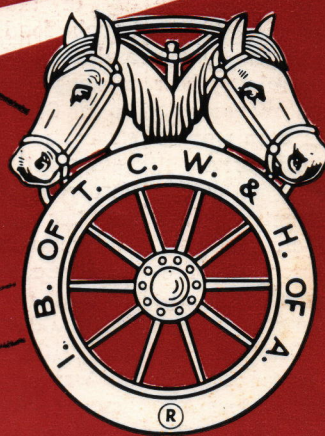
### Are the Germans Behind Strikes?

**E**VERY TIME lately when any labor trouble has taken place it is charged immediately to German influence, or German spies or money. While in the early stages of the war, German spies did do a little work toward hampering the production of munitions and German money was spent, in most cases there is gross exaggeration. Every little strike now is charged to German influence. This is ridiculous. We remember reading in the paper early in the war a statement made by an International officer where he claimed he was offered \$100,000 to tie up or pull out his men in New York and Boston. Pure, unadulterated bunk—with a capital B. The writer knows them all and let me say to you that in his opinion the game is nothing more or less than a craving for cheap notoriety—some people love the limelight. If all that German money and all those German spies were floating around, is it not strange that not one

of the officers of our International Union was ever approached by any of them? Surely our Union is as important as any of them in the transportation of munitions, supplies, etc. Our membership is large and we come in contact with every industry. Among our large membership, the German spies could have found some weak ones, but we can honestly state to you, we have never up to this time been approached in any way. So believe me, brothers, most of that million dollar stuff is merely an excuse to get before their members and the public, and tell them how honest they are. We have no use for the Germans—we hate and despise them, because we are Americans, and are with our government in this conflict, but what's the use of some people playing to the galleries during such serious times, when the best blood of the nation is about to be offered up on the altar of freedom?



# SCHOOL'S OPEN



*Drive Carefully*